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AND

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### BIRTH.

At Kulangsu, Amoy, on the 30th August, the wife of THOMAS MORGAN BOYD, of a son. [2025]

### DEATH.

At Shanghai, on the 4th of September, 1896, BENJAMIN PEEL CLOUGH, Upper-Yangtze Pilot, aged 48 years.

### ARRIVALS OF MAILS.

The American mail of the 8th August arrived, per P. M. steamer *Belgie*, on the 5th September (28 days); and the English mail of the 7th August arrived, per P. & O. steamer *Rohilla*, on the 6th September (30 days).

### EPITOME OF THE WEEK.

Hangchow and Soochow are to be opened to trade on the 26th September.

Mr. H. F. Brady, of H.B.M. Consular Service, has been transferred from Kiukiang to Chin-kiang.

On the 28th August, the Rev. William Muirhead, D.D., of Shanghai, completed the Jubilee of his residence at that port.

The Singapore Legislative Council has voted a sum of \$3,500 to be expended in surveys for a railway between Johore and Singapore.

A disastrous fire occurred on the 26th August at Benten-machi, Hakodate, by which some 2,700 houses in about ten streets were reduced to ashes.

The Empress of Japan has contributed 1,000 yen to the *Illis* relief fund.

Recent serious floods have done great damage to the completed portions of the Siberian Railway, and caused great distress amongst the inhabitants.

At an extraordinary general meeting of the New Balmoral Gold Mining Co., Limited, the firm of John D. Humphreys and Son were appointed General Managers of the Company.

Mr. H. Kopsch, Statistical Secretary to the Inspectorate-General of Customs, has been appointed Postal Secretary, to superintend the inauguration of the new Chinese postal service.

The Shanghai Chamber of Commerce has addressed the British Minister protesting against the tax of ten per cent. *ad valorem* proposed to be levied on the products of silk filatures.

Mr. Chang Chih-yuen, private tutor to H.E. Chang Chih-tung's sons, has contributed a leader to the *Chih Nan Pao*, in which legislative councils of the foreign type are advocated for the Government of China.

It is reported that the Shanghai Taotai has granted permission for the formation of a native company to establish waterworks in the native city of Shanghai. The capital of the company already raised amounts, it is said, to Tls. 20,000.

The following Masonic appointment is announced as having been sanctioned by His Royal Highness, the M.W.G. Master:—That Bro. Lewis Moore, Dep. Dist. G. Master of Northern China, be Dist. G. Master in succession to the late Bro. John Irwin Miller.

The *China Gazette* says:—We understand that orders have been given by the Imperial Government for the erection of fully one hundred new likin stations in the Kiangnan provinces. Our friends the mandarins are evidently laying themselves out for a fat harvest from the infant manufacturing industries in this part of China.

The suggestion of the Viceroy Chang Chih-tung to turn over the Hanyang Iron Works and Hupeh coal and iron mines to Sheng Taotai and make them a commercial enterprise, having been reported upon favourably by the Board of Revenue, received the Emperor's Rescript sanctioning the same on the 22nd of July last. —N. C. Daily News.

It is stated that the reconstruction of the harbours of Kelung and Takow, which it was intended to commence next year, has been postponed, on the recommendation of Professor Burton and Dr. Ishiguro, Engineers of the Home Department. They require a year to make full investigation, chiefly in studying the effects of the currents and the weather.

The rebellion in Manila continues, but owing to the supervision exercised by the Government over telegrams it is impossible to obtain any detailed information. The Captain of the *Redpole* considers it necessary to remain there, which shows that the position is serious, and advices have been received to the effect that the import trade is suspended and that no more consignments should be sent.

The Japanese Government is said to have arranged to put on the London market the new industrial and other bonds, to an amount of thirty million yen. The scrip is said to have been taken there by Mr. Hayakawa, of the Finance Department, who proceeded to London recently with the President of the Yokohama Shokin Ginkin and others. —*Kobe Chronicle*.

A Tokyo press despatch of the 21st August says:—The estimate of the extraordinary expenditure for the Governor-General's Office of Formosa in the Budget for next year has been decided at eight million yen, of which five millions are to be applied for the construction of railways. The estimated expenditure for the regular steam services to Formosa is placed at 1,200,000 yen. The investigations of the cost of the proposed reconstruction of the harbours of Kelung and Takow have not yet been completed.

The north-eastern provinces of Japan were visited by another great earthquake on the 31st August. The town of Rokugo was entirely destroyed and other towns severely damaged, and many lives were lost. While this disaster was occurring in the north the southern parts of Japan were suffering from a severe typhoon accompanied by unusually heavy rain, which caused disastrous floods. The typhoon struck Kobe on the night of the 30th and the heavy rain caused the Minatogawa river to burst its banks, flooding a great part of the town and involving a loss of life estimated at 200.

Mr. Bibby having been requested to report on the "Rin" lode of the Jelebu Mining and Trading Co., Limited, his report, which is long and of a technical nature, is published in the *Strait Times*. He says the "Rin Lode Mine" is not sufficiently developed to warrant the erection of crushing machinery on it, and to do so would only lead to trouble and disappointment. The prospects of the mine are exceedingly good, but more development work will require to be done before the Company will be justified in going to the expense of putting up crushing machinery. He believes that in the Rin Lode Tin Mines the Company has a valuable property, and all it requires to make it so is to thoroughly open it up by drives on the course of the lodes and to test it below water-level in the settled country.

The Peking correspondent of the *Mercury* writes:—A little diversion has occurred in foreign society life. The whole intelligent world has heard not merely of the Peking Reform Club, but of the Peking Club—non-Reform. This last is European. It has a first-class bar and the latest periodicals. Last winter the French Minister issued the order to his nationals to have nothing to do with this Club, as it was too English. The Russian Minister joined the movement of the active Frenchman. Thus it was that there came a split in Peking Club life. The few European Christians, in spite of the cheap drinks, failed to harmonize. But the latest piece of information, which has come floating to our ears over the pools of slime water, is that the French Minister has seized on an early hour in the morning to slip across the street from his Legation to read the papers at the Club, before anyone else appeared. The Committee heard of the transaction and took the matter in hand. Col. Denby was also drawn in as a kind of peace-maker or sweet oil for any wounds



## THE REBELLION IN MANILA.

Circumstances seem to indicate that the rebellion in Manila is a more serious matter than was at first supposed. According to a Havas telegram three thousand of the insurgents made an attack on the night of the 29th August, but were repulsed with great loss. That is, we take it, the Government account of the affair. A strict supervision is being exercised over all telegrams leaving Manila and it is impossible to get independent and reliable information direct from that quarter. The Governor-General, however, must necessarily telegraph to Madrid to report the daily course of events; the Madrid Government gives to the newspapers, so much of the information as it thinks desirable, and from Madrid the news is sent by the Press agencies to other countries. Thus it happens that the first details as to the attack of the 29th August reached Hongkong only on the 6th September in the shape of a Havas telegram received via Tonkin. So far Reuter has made no mention whatever of the subject, presumably because he thought that Hongkong being so near to Manila would be in possession of full information without his assistance. That, however, is a mistake. Owing to the supervision exercised over telegrams and the determination of the Manila Government to allow no detailed information of the progress of the rebellion to be transmitted except officially to Madrid we are left in almost complete darkness. Strange as it may seem, having regard to comparative distances, Madrid is the centre to which we must look for news, and we would suggest to Reuter's agency that the subject should be treated as the most important and interesting of current topics, so far as the Far East is concerned, and especially Hongkong, which is so closely connected with Manila commercially. The occasional arrival of a steamer from Manila will give us an opportunity of learning the news, but communication is now very infrequent, owing to the quarantine regulations in Manila. The last steamer arrived more than a week ago and the next is not expected for another week, so that we are left a fortnight without news, at a time of grave anxiety.

We were at first disposed to think the conspiracy would come to nothing, and even when the first news of a rising came we thought it might possibly turn out to be little more than a riot, but matters have now assumed a different complexion. The telegram from the Consul stating that a serious rebellion had broken out and that there had been a conflict between the rebel forces and Government troops just outside Manila was received on the night of the 31st August. The next morning a telegram was received from the Manager of the Manila branch of the Hongkong and Shanghai Bank reading as follows:—"Small rebellion has broken out in Manila. In our opinion is not serious. There is no cause for anxiety." This was reassuring so far as it went, but it will be noticed that no details are given, and there was a suspicion that it might have been written in such a form as to pass the telegram censor. Then our contemporary the *China Mail* made an enterprising attempt to establish a special telegraphic service and its correspondent succeeded in getting one telegram through, but this, though it ran to a good many words, conveyed no definite information except that "the revolution still continues." That was dated the 3rd September. The remainder of the telegram was taken up with statements of the effect that the rising was not so

serious as was at first anticipated and that it was believed the Spanish authorities would cope with it successfully—statements again suggestive of the supervision of the telegram censor. At last we have, through the Havas agency, some definite information, though brief, as to what the conflict of the 29th amounted to. The insurgents, it seems, made an attack three thousand strong, but were repulsed with great loss. Meanwhile there has been no telegram from the Consul reporting an improvement in the situation, from which the inference is to be drawn that he still regards it as serious. That the insurgents were able to make their first assault three thousand strong goes to show that they must be in considerable force. The Government troops number only about fifteen thousand, not all of whom are stationed in Manila, and if the disaffection spread to the soldiers the position of the Government would be critical. The Government's real strength, however, lies in the support of the priests, who exercise an almost unbounded influence over the natives, except as regards a section in the large towns. The revolutionary party, we believe, have no strength outside Manila, and without the country at their back they cannot hope for permanent success. It is conceivable, however, that in Manila itself they may give a good deal of trouble and cause serious interference with business until order is once again firmly established.

## STAGNATION IN CHINA.

It is becoming more apparent every day that affairs in China are drifting into retrogression rather than making for progress. The mandarins prove only that they are growing more inept and more obstructive. During the absence of LI HUNG-CHANG—who though much over-rated both as a statesman and a reformer is still head and shoulders above his contemporaries in China—the condition of the country has become more hopeless, the signs of a new life more indistinguishable. There is seemingly but one influence that will stir the ordinary official to the smallest exhibition of energy; that is, of course, the prospect of a fat squeeze. The Imperial Government are hampered by want of funds, and they can only be roused to energy by the motive of self-interest. Hence any embryotic schemes for improvement languish, and there is faint prospect of railways being constructed or other improvements adopted for years to come. The Peking Government have sanctioned the innovation, but there is no one with energy enough to carry out the scheme. There is no public money available for the purpose, and the wealthy will not relax their purse strings because there is no security to be given for its proper administration. CHANG CHIH-TUNG may make projects and YUNG WING may scheme to raise money, but neither will succeed in doing much towards actually creating a railway system without the aid of foreign capital. And without a share in the construction and management of the lines no foreign capital is likely to be forthcoming. Even LI HUNG-CHANG, with all his astuteness, would fail to obtain capital, either from home or from abroad, for the purpose of building railways, without guarantees that would give the lender a voice in the conduct of the enterprise. The work will therefore, we believe, be indefinitely deferred, only small sections being built here and there where exceptional traffic seems to promise unusually lucrative returns.

It is not in the work of railway construction alone that matters in China seem to be stationary. The reconstruction of the navy, the reorganisation of the army, the opening of the ports under the Shimonoseki Treaty, the settlement of the various claims by foreign Powers, all drag on slowly or show no apparent progress. Even so small a matter as the preservation of a navigable channel in the Peiho River is beyond the ability, or rather the effort, of the Chinese officials. The recent rise in the river caused a breach in the Tientsin Bend, consequently steamers are now compelled to make Tangku their terminus, and unless prompt measures are taken, either to repair the breach or make a cut through the Bend, shipping will not be able to get up to the anchorage at Tientsin. The Taotai has done nothing yet towards repairing the breach and appears to be equally helpless and indifferent. Utterly careless of the interests of the port and its large trade, he is also profoundly ignorant of the steps necessary to conserve the river. As the Tientsin paper aptly remarks:—"It is simply appalling that so much wealth should be wasted, so much misery and suffering caused, and that trade should be harassed to the limits of endurance year after year, for the want of a little public money judiciously and honestly spent." Unfortunately, with the single exception of the funds controlled by the Imperial Maritime Customs, no money in China raised for official purposes is ever honestly administered. The example shown in the administration of the Lights and Beacons Department of the way in which public money should be applied is wholly lost on Chinese officials. They are hopelessly and incurably casual and corrupt, and it would seem absolutely certain that neither reverses nor prosperity, neither the lessons of experience nor the example of other nations, will ever teach the Chinese mandarin the beauty of honesty or the wisdom of promptitude in an emergency.

## CHINESE TARIFF REVISION

The justice of agreeing to some increase in the Chinese tariff on imports has been generally conceded by foreign merchants. The tariff was originally fixed on a basis of five per cent. *ad valorem*, but since that time there have been great changes in prices, due in some measure to the fluctuations of gold and silver, but while prices have altered the duties are collected according to the tariff arranged thirty-eight years ago. It is only fair and reasonable, therefore, that a readjustment should be made in order to allow China to collect her full five per cent. *ad valorem* as originally intended, and perhaps a little more in return for increased trade facilities, but it is a case which calls for some care in the arrangement of the details. The crafty LI HUNG-CHANG seems to have rather dazzled Europe and there appears to be some little danger of generous instincts being allowed to run away with reason. It devolves on the foreign merchants in China, and the Chambers of Commerce as their representative institutions, to guard against this. When the question was first mooted the claim for an increase in the tariff was based on the fact, or the assertion, that the duties collected no longer represented five per cent. as intended. The foreign merchants recognised that in so far as that was the case the Chinese Government had a legitimate grievance. "Thank you," says LI HUNG-CHANG, "then let us make it ten per cent.," meaning, as it would seem, to double the *ad valorem* rate while at the same time increas-



ing the valuation on which the duty is levied. The articles (of which there are, we believe, a few) that pay 21 per cent. on present market values would therefore have the duty quadrupled. But, on the other hand, if some articles pay less than five per cent, there are others that pay a good deal more. What is intended to be done with them? In 1889 there was issued from the Statistical Department of the Imperial Maritime Customs a valuable work in two volumes giving a set of tables "showing the bearing of the Chinese Customs Tariff of 1858 on the "Trade of 1885," which we would commend to the attention of those interested in this question. The tables would of course be more valuable if they were brought up to date, and perhaps before the question is finally disposed of the Customs may be good enough to issue a revised edition, but even as they stand the tables will well repay study. At that time, while there were some articles that paid less than five per cent. there were others that paid from five to fifteen per cent., the latter category including a good many piece goods. In considering a revision of the tariff, therefore, it is important to start with some clear understanding as to what is intended, whether it is merely a question of exchange compensation, so to speak, under which the duties below five per cent. shall be levelled up, or whether an all round increase is to be given. If the latter, we would counsel the Chambers of Commerce not to concede too much. In making bargains it is always well to keep something in hand for use in the future. A good deal might be conceded if it were certain that a single payment would clear the goods throughout the country, but, whatever promises may be given, a grave doubt will remain whether squeezing will really be entirely abolished. Therefore, we would say, make a moderate concession to China in the amount of duty to be collected, to begin with, with a promise of further concessions as trade facilities are increased. China cannot fairly claim to be treated straight away as Japan has been treated in the matter of tariff revision. Let her first place herself on a level with Japan as regards honesty of administration and facilities for trade and then the foreign powers will no doubt be willing to treat her on the same terms as Japan, barring the mistakes that have been made in the case of the latter owing to the negotiations being conducted secretly by people who had an imperfect understanding of the subject they were dealing with.

#### PAKHOI AND RIVAL TRADE ROUTES.

Mr. ALLEN, the Acting Consul at Pakhoi, in his report for 1895 takes a very gloomy view of the trade of that port. "The past year," he says, "has been marked by unusual drought in the region extending from Pakhoi to Nanning, some 80 miles to the north-west, and the shrinkage of trade here noted is ascribed by Chinese to the consequent dearth of rice having reduced the consumption of goods of various kinds in this neighbourhood. On the other hand, however, Pakhoi can this year plead neither the plague of 1894, adduced by Mr. JOHNSON in explanation of that year's decline, nor the floods of 1893, cited in a similar sense by Mr. FRASER; and taking one year's accidents with another's, it is simpler to conclude that last year's decline is only part of a natural downward movement which set in as soon as the Pakhoi trade had, in 1889, with a total of

"£1,094,000, attained, apparently, to the "high-water mark possible for it under "existing conditions." The decline was Tls. 4,000,000 on the trade of 1894. Mr. ALLEN is of opinion that the falling off is due to the neglect to improve the communications with the West River. Pakhoi at one time succeeded in diverting a considerable trade from Tonkin routes, but it was observed at the time that it could not hope to retain this advantage unless it hastened to improve its communications with the West River. This has not been done, and with the pacification of Tonkin and the facilities offered in that country for trade in transit, the business seems to have reverted to its old channels. A railway between Pakhoi and the river below Nanning might be very easily made, the country being almost a plain and offering no engineering difficulties. But, Mr. ALLEN says, without going so far as to wonder why the slight land barrier is not effaced by a railway, he has often been struck by the ease with which the existing cart traffic of the region might be so improved and extended as in a great measure to solve the problem of cheap land transit. "This is the only region that I am acquainted with in Southern China where wheeled vehicles other than wheelbarrows are in use. The wide, dry plain seems, indeed, made for wheel traffic, and already one bicycle is a familiar object on its expanse. But the lumbering buffalo or bullock cart here in use is one which seems to class the inventive powers of the local Chinese mind with those of neolithic man. It is the embodiment in wood of the apparently irreducible rudiment of the wheel notion. It would excite the pitying contempt of a Peking carter. The huge narrow, tyre-less wheels of uncertainly circular shape are merely slow rut-cutting machines. The Pakhoi plain, without any road-making at all, would be practicable for light waggons with broad wheels and strong springs. These if drawn by mules or ponies, instead of buffaloes and bullocks, could probably do in the day more than twice what the existing vehicles achieve, and there seems to be no reason why, with a certain amount of simple road-making, such a system of transit should not be successfully extended across the low watershed that separates us from the West River." Pakhoi, however, can hardly be considered the natural entrepôt for the district it serves and what importance its trade has attained has been due chiefly to extraneous circumstances. The disturbed condition of Tonkin during the Franco-Chinese hostilities drove a good deal of trade to Pakhoi temporarily, while the fiscal obstructions placed in the way of trade via the West River has been a more permanent reason for making use of the Pakhoi route, but that reason also will probably soon cease to be operative. In 1891, when transit passes were issued for a time for trade from Canton by the West River, the Pakhoi import trade suffered severely. Transit passes are now again being issued, and this time the system promises to be permanent. The West River is, moreover, to be opened to navigation by steamers. When goods can be conveyed to Wuchow by steamer and beyond that point under transit pass little or no inducement will remain to use the Pakhoi route, except for the purely locally trade, which is inconsiderable. Nor is there any reason why sentimental regret should be indulged in over the decadence of Pakhoi so long as it is due only to a change of trade routes and not to a decadence of trade itself, for there are no foreign establishments in the place to be injured by the change.

#### AMOY AND THE TEA TRADE.

Mr. CHRIS. GARDNER, the Consul at Amoy, believes the tea cultivation of that Consular district to be a moribund industry. To revive it the Consul suggests that lekin and export duty should be abolished and machinery admitted. No loss to the Imperial exchequer need be feared from the adoption of this course, "for assuredly as matters stand at present, there will in the near future be no tea to collect either lekin or duty upon." Similar recommendations have been made times without number, and there is unfortunately little probability that Mr. GARDNER's exhortations and recommendations will prove any more effective than those of his predecessors. China cannot make up her mind to forego any portion of the small revenue still remaining to her from tea, although she might thereby save and build up a valuable trade which is now rapidly slipping from her. Even Sir ROBERT HART, usually so far-sighted, has proved himself singularly wrong in this matter. In his report to the Tsung-li Yamen in 1888 he said:—"In fact, so many places want Chinese tea that no matter what quantity is produced there is but little fear of its not finding a market. . . . The 'hill tax' apart—which ought to be repealed for the encouragement of growers—I do not consider that any good will attend the reduction of ordinary lekin and export duty; but there is unquestionably room for improvement in every step and every process in growing and preparing tea, and it is most important that what ever can be done shall be done." Whether under more favourable circumstances the Chinese growers might have adopted improvements in the cultivation and preparation of the product may be considered problematical, but weighted with a taxation of 34 per cent. ad valorem as against about 7½ per cent. levied on Japanese tea competition was impossible. The result is set out in Mr. GARDNER's report:—"Twenty-five years ago \$3,000,000 was the annual income of the Amoy tea districts; to-day it is not \$350,000. Lekin has done it."

A further danger now threatens Amoy, namely, the loss of the Formosa tea business. Not only will the competition with which the Amoy growers have to contend be increased by the fact that Formosa teas will now pay an export duty of only \$1.10 per picul under the Japanese tariff as against between 15x and seven dollars which Amoy tea has to bear, but it seems likely that Formosa tea may no longer be brought to Amoy for transshipment. On this point, however, Mr. GARDNER seems to take rather an optimistic view. "The loss of the Formosa tea business to Amoy," he says, "would be a very serious blow to the prosperity of the port, would seriously affect the customs revenue in the matter of tonnage dues, would throw out of employment many hundreds of labourers, and, by reducing the circulation of money in the city by some millions of dollars, materially affect its already rapidly declining prosperity. It is impossible to over-estimate the value in indirect ways which the Formosa tea trade is to Amoy, and all interested in the welfare of our port, officials and merchants alike, should do their utmost to retain it. Now that Formosa is ceded to Japan, the future of the Amoy-Tamsui trade is a source of considerable anxiety to those engaged in it, and divergent opinions exist as to whether the first-mentioned port can still remain (as it has done for the last 25 years) the practical headquarters of the Formosa tea business. In the absence of



"any harbour facilities in Formosa, where large steamers can load in safety throughout the year, Amoy, as the nearest port, and with its splendid shipping facilities, should be able to hold its own, always provided that the Chinese Imperial Maritime Customs continue the enlightened policy they promptly adopted when the island was transferred, and permit Formosa teas in transitu to be stored here under bond."

On the other hand, Mr. QUINN, the Consul at Nagasaki, says:—"A great impetus to Nagasaki trade is likely to be given by the favourable position this port holds in proximity to Formosa. Several Japanese steam lines are already started, and it is possible that the tea, camphor, and sugar of Formosa may soon all be sent here for transshipment instead of to Amoy as formerly." The latter view seems the more likely to prove correct. As Formosa becomes assimilated to Japan, and with communication by steamer, it seems reasonable to suppose that goods for transshipment should gravitate to a Japanese rather than to a Chinese port, especially as the Japanese port would prove more convenient to the Pacific liners, which carry 63 per cent. of the total quantity of tea shipped at Amoy. These vessels have for the most part to call at Nagasaki as one of their regular way ports, and if the Formosa tea were taken there for transshipment they would be saved the delay and expense involved in calling at Amoy, which they only visit during the tea season. Under these circumstances there seems little reason to doubt that in the course of a few years Nagasaki will succeed in diverting the Formosa tea trade altogether from Amoy, and that the prosperity of the latter will suffer proportionately. We can only hope that with the adoption of a more enlightened policy by the Chinese Government as regards taxation Amoy may be able to win back her own proper trade, and so make up for the loss of the Formosa trade. Mr. GARDNER says the Amoy tea districts are amongst the finest in the world, and with the enlightened methods of cultivation adopted in India, Ceylon, and Japan, and such limited taxation as exists in those countries, they could be restored to prosperity, and, with cheap labour, excellent water communication, and a magnificent harbour, need fear no rival.

#### THE TELEGRAPH IN HUNAN.

The telegraph is at last to be introduced into Hunan. The work of construction has already been commenced without exciting any opposition and it is anticipated that it will be completed without difficulty. In the proclamation by the Governor of the province, setting out the advantages of the new means of communication, a very strong argument is advanced. When the province was visited by famine last winter and the sufferers were in the utmost distress and in urgent need of food and assistance, owing to the lack of funds in the provincial exchequer, it was necessary to send special messengers overland to Hankow and from thence despatch messages to the various provinces appealing for aid to relieve the distress. Within ten days of the despatch of the messages money came flowing in by telegraph from all parts of the country as far as Hankow, but there the money orders had to stop. The journey to and from Hankow occupied half a month each way, so that a whole month was lost. Even the Hunanese must see that the telegraph would have been an advantage under such circumstances. But if it be an advantage to be able to

receive money orders by telegraph it would be an equal advantage to be able to convey grain by railway and by steamers plying on the inland waters. This argument has been advanced in the foreign press times without number and it is encouraging to see it applied so directly by the Governor of Hunan as regards telegraphs. With Hunan, the most exclusive province of the empire, invaded by this foreign innovation, the prospect of further progress in the opening up of the country becomes somewhat brighter. The great obstacle to the construction of railways lies now, not so much in the opposition of the Government or people to the innovation itself, for the principle has already been formally approved, but in the want of confidence in the honesty of the officials and the consequent difficulty of raising the necessary funds, and the disinclination of the Government to admit foreign capital and foreign control in the administration of the lines. A country that has freely adopted the telegraph, however, cannot long remain without railways. Even the greed and peculation of the native officials will have to give way in the face of imperative necessity.

#### THE JAPANESE IN FORMOSA.

An interesting report by Mr. J. W. DAVIDSON of a visit to the disturbed districts in Formosa will be found in another column. Unfortunately it does not completely exculpate the Japanese from the charges of wanton cruelty and oppression that have been brought against them. Mr. DAVIDSON was not in the island at the time the rebellion broke out and was therefore personally unacquainted with the circumstances that preceded it and, as is alleged, gave rise to it. He is therefore dependent on information gathered after the event, whereas other Europeans in the south of the island, who were in close touch with the affected districts, and who were in some cases eyewitnesses of the acts of cruelty that are alleged to have goaded the people into rebellion, speak of their own knowledge. In the case of Tsan-e-tun, one of the destroyed villages, Mr. DAVIDSON gives both the Chinese and Japanese accounts of the circumstances under which the village was destroyed, and says the reader can choose for himself, but he says that to him it seems very improbable that Japanese who were being hunted and killed at every opportunity would deliberately increase the extreme danger of their position by arousing the hostility of a whole village by entering a perfectly peaceful community and killing right and left without provocation. But the argument from probability cuts both ways, and in the present case it seems to tell more against the Japanese position than that of the Chinese. When the savage instincts of a body of men are aroused and let loose, killing right and left is the direction they naturally take, and men in that frame of mind do not stop to deliberate as to the remote consequences to themselves, but act like wild beasts on the impulse of the moment. And unfortunately it would seem that the men in this and some other instances were badly officered, and several officers are, according to the Japanese press, to be tried by court-martial for cowardice. Soldiers to a great extent take their tone from their officers, and cowardice and cruelty often go together. On the other hand, if we are to go on the argument of probability, it seems improbable that the helpless Chinese villagers should wantonly arouse the hostility of troops who had them at their mercy. We

are afraid, therefore, that there is little extenuation to be found for the Japanese. No doubt there were lawless bands of Chinese who were a menace to the peace of the country, but in the operations for their suppression the officers concerned acted indiscreetly, carrying fire and sword into perfectly peaceful villages. That the Japanese Government and the higher authorities, both civil and military, disapprove of what was done and deeply regret the slur thrown on the character of the army by the misconduct of a small section of it there can be no doubt; and we may take it for granted that every effort will be made to avoid similar mistakes in future. After the exposure of the faulty methods and unreliable personnel that have been employed we may expect to see the pacification of the island proceed now on more intelligent and humane lines, with the result that in a short time Formosa will become a prosperous colony and its inhabitants peaceful and contented. As regards the late occurrences, however, it would unfortunately seem that there was little or no exaggeration in the first accounts that were published.

#### THE INCREASED TELEGRAPH CHARGES.

Mr. J. HENNINGSSEN, the Shanghai Manager of the Cable Companies, in one of his letters to the Shanghai General Chamber of Commerce with reference to the recent increase in telegraph charges, expresses his surprise that the fact of the Telegraph Companies having for a long series of years, and with great loss to themselves, been compelled to collect their gold charges at more or less insufficient silver equivalents, should now be advanced as an argument why they should continue to do so *ad infinitum*, while such is not the case with, for instance, the Steamer Companies and other similar concerns, who have been compelled to adopt exactly the same measure as now adopted by the Telegraph Companies, without, as far as Mr. HENNINGSSEN is aware, having been called to account by the Committee of the Chamber for so doing. To this the Chairman of the Chamber replies:—"It would serve no useful purpose to occupy time in discussing the similarity or otherwise of your position with that of 'Steamer Companies and other similar concerns,' and 'the Committee will therefore not follow you in the many lines of controversy such arguments might lead to.' It might be pointed out that though some Steamer Companies have succeeded in maintaining rates at a remunerative figure freights generally were never so low as they are at this moment. Moreover, if we admit Mr. HENNINGSSEN's premises, it might possibly be argued that the Chamber of Commerce had neglected its duty in not protesting against such combinations as the Shipping Conference, but that would not constitute any sufficient justification for the recent great increase in the rates charged by the Telegraph Companies. As a matter of fact, however, outside the Chamber of Commerce there have been many protests against the policy of the Shipping Conference, not so much because they prevent rates falling to a ruinous figure, but because their scale does not work equitably all round. Moreover, the Shipping Conference does not maintain its position by virtue of an absolute monopoly, but because it offers shippers, in return for higher rates than would be given to outside steamers, extra advantages in the shape of a constant and ample supply of tonnage, in the slack as well as in the busy season, and the competition of outside steamers keeps it in some



measure within bounds as to the rates charged. No doubt the Conference would be glad to follow the example of the Telegraph Companies and put up rates to an exorbitant figure if they could, but in this case the public has the protection of actual competition, and an increase in rates would bring further competitors on the scene. In the case of the Telegraph Companies the public has no such protection now, since the Chinese Telegraph Administration has been brought into the combination, and an absolute monopoly exists. The most satisfactory solution of the difficulty, if it were possible, would be to let the State take over the cables and work them for the public benefit, the same as the Post Office, for the interests involved are too great to be placed at the mercy of a corporation looking only to the amount of profit it can make. With cables touching the territory of various nations, however, international jealousy and distrust would prevent any such beneficent arrangement, but when the "all-British" cable connecting England with Australia via Canada is finally decided upon it is to be hoped the public interests will be protected, if not by the line being made a Government affair, at least by conditions being imposed which would prevent the proprietors clapping on an increase in the rates whenever the fancy seized them and agreements with competing lines enabled them to do so. Meanwhile, it will be seen from the correspondence published by the Shanghai Chamber of Commerce that the present Cable Companies intend to outvie the Shipping Conference in the iniquity with which they propose to work their tariff. If the Conference gives advantages to Continental and American shippers that it denies to English shippers, the Telegraph Companies on their part intend to subsidise Chinese competition by taking Chinese messages at half-rates. This is news to us, but it is presumably a fact, for the Chairman of the Shanghai Chamber draws Sir CLAUDE MAC DONALD's attention to the "apparently inequitable and racial distinction whereby messages sent by foreigners are charged twice as much as messages sent by natives over the European and Chinese lines;" and urges on his Excellency that "in the interests of all classes of foreign residents in China this differential treatment calls for prompt and effective redress."

#### SAFETY FOR PASSENGERS.

The recent accident to the Scotch express at Preston was notable for the small amount of personal injury sustained, and only one life was lost. In a similar accident twenty or even ten years ago the death roll would have been a long one and probably few of the passengers would have escaped injury of some kind, but the railway companies have now succeeded in building coaches capable of withstanding great strains and the danger to the passengers is proportionately reduced. Is it not possible that something equivalent to what has been done for the safety of passengers by railway might be done for passengers by steamboat? One great inducement is absent, for whereas injury to passengers by land involves the carriers in heavy pecuniary damages carriers by sea are comparatively exempt from that risk; in fact, for all practical purposes it may be said to be non-existent. The vessel herself is as a rule insured and the shipowner's pocket being thus unaffected he is naturally averse to providing safeguards that would involve a large expenditure, especially when sharp competition demands, from the purely commercial

point of view, that vessels shall be built and run on a very narrow margin of profit. The case of the *Drummond Castle* exemplifies in a most painful degree the risks run by passengers even on the best found mail lines. In that case the disaster was due to faulty navigation, but in this age of mechanical ingenuity it seems not beyond the bounds of possibility that a vessel might be built which, even after having her bottom ripped by a sunken rock, might still float long enough, if not to allow of her reaching shore, at least long enough to allow of all on board safely leaving in the boats. A case still more in point is that of the *Elbe* and *Craithie* collision. A vessel, especially one carrying large numbers of passengers, ought to be built so that she would not go down under such an impact as that inflicted on the *Elbe* by the *Craithie*.

In discussing the *Drummond Castle* case the *St. James's Gazette* says:—"The court has found that the *Drummond Castle* was provided both with water-tight compartments and with boats. Neither custom nor law requires more of her owners. But although this acquits them of blame, it does not touch the question whether the precautions taken against foundering and the means of escape provided in our passenger steamers are sufficient. Experience is steadily proving that the water-tight bulkhead is not the protection which it had been supposed to be. The sinking of the *Victoria* was a great shock to the faith of many naval officers, and we have other examples to show that, when the damage done goes beyond a moderate-sized hole in one compartment, the water-tight bulkhead is not sufficient protection against the natural inclination of iron to go to the bottom. In spite of all we have done the iron steamer is clearly more inclined to sink than the wooden sailing ship was. Whether we shall in time be able to make iron vessels safer is a far greater question than can be discussed here, but it is clearly no use to shut our eyes to patent facts." The question, however, is one of importance and it would be well if the press in general could find time and knowledge to discuss the point which our contemporary thus dismisses. The provision of rafts, which the *St. James's* goes on to refer to, may be very well in its way, but the point of real importance is to devise means by which the ship herself may be kept afloat for some reasonable time after receiving serious injury. An absolutely unsinkable ship is an unattainable ideal, as regards ordinary merchant vessels at least, but shipowners and shipbuilders ought to try to get as close to it as possible. They could get a good deal closer to it than they do, provided it paid them, but as considerations of profit and loss do not favour enterprise in that direction it is probably only under the stimulus of legislation that substantial progress will be made. And there are serious difficulties in the way of legislation, for if one Government were to take action the shipowners of that particular nationality would not unreasonably ask how they could compete with their rivals of other nations if they were to be saddled with such additional expenditure as would be involved. Perhaps in the course of time all the maritime nations of the world may agree upon uniformity in their shipping laws, but we are as yet a long way off any such ideal state of affairs.

In the meantime it may be useful once more to mention Admiral MAKAROFF's device for minimising the effects of collisions at sea, which, if it were generally adopted, would at comparatively small ex-

pense prevent much loss of life. Such fearful catastrophes as the sinking of the *Elbe*, and, more recently, the *Onwa* would in all human probability have been avoided had the colliding vessel been provided with the false nose or collision buffer recommended by the gallant Admiral. Perhaps it would not pay any individual shipowner acting alone to adopt the device, especially while it has not passed the experimental stage, but that the plan contains the elements of success we think there can be little doubt; and the Governments of all maritime nations might with advantage give it attention with a view to making its adoption compulsory should it be found, in experiments on a sufficiently large scale, to fulfil the expectations of its inventor.

#### THE REBELLION IN MANILA.

3rd September.

No further news came to the colony yesterday concerning the conflict in Manila, so we are still in the dark as to the exact nature of the affray. Curiously enough no telegram has been received at the Spanish Consulate, and it is thought that the absence of news from the Spanish authorities in Manila confirms the impression that the "serious conflict" spoken of by the British Consul may after all have been a trivial riot that created a panic, and that, as stated by the manager of the Manila branch of the Hongkong and Shanghai Banking Corporation, in a later telegram, no anxiety need be felt. One firm yesterday had a telegram from Manila, but no reference was made to any disturbance, and a Spanish gentleman who sailed for Vancouver by the *Empress of India* yesterday received a telegram on Tuesday from a relative wishing him good-bye and stating that "everything was all right." Of course these words may have been added to free the gentleman from any anxiety which would have been otherwise occasioned. As additional support to the suggestion that the fight was only of small importance it is thought that if the trouble had been of an alarming nature instructions would have been sent to the Spanish Consul to take steps to have all ships proceeding to Manila searched before leaving Hongkong.

4th September.

The fact that the telegram sent to the Hongkong and Shanghai Bank is the last news received of the rebellion in Manila has prompted the suggestion that the Manila authorities are exercising a strict supervision over telegrams and refuse to allow any more wires concerning the outbreak to be forwarded to Hongkong. It is certainly somewhat curious that the British Consul in Manila has not forwarded any confirmation or correction of his rather alarming telegram, and it is thought in some quarters that perhaps the seriousness of the outbreak was not, as was at first believed, unintentionally exaggerated by him, or he would have sent a second wire. The Bank telegram was sent in cypher, so that it could not be understood without the code, but we believe the authorities can demand the production of the code under exceptional circumstances, and this being so, the Manila manager of the Bank may have deemed it prudent to underestimate the importance of the rebellion. But of course all this is purely conjectural and may have no foundation at all.

The *China Mail* of last night publishes the following special telegram from its own correspondent:—

"Manila, 3rd September, 1896.

"The revolution in the Philippine Islands still continues.

"The Spanish authorities are adopting every possible means to suppress the rising, and to prevent it spreading throughout the provinces.

"It is not such a serious rising as was at first anticipated, and it is firmly believed here that the authorities will cope with it successfully.

"The foreigners in Manila do not anticipate any serious danger to lives and property."

The above seems to confirm the suggestion that a censorship is exercised over telegrams leaving Manila, otherwise we should have expected to learn something about the reported



fighting, the number engaged on each side, whether any were killed or wounded, if so how many, and other particulars in the nature of actual facts.

7th September.

On Saturday a telegram was received by Commodore Boyes stating that H.M.S. *Redpole* arrived at Manila on Friday. She was at once placed in quarantine until to-day (Monday) and consequently there could be no communication with the shore.

The following Havas telegram is published in the Tonkin papers:—

"PARIS, 1st September.

"At Manila three thousand insurgents attacked the Spaniards during the night of Saturday. They were repulsed with great loss."

8th September.

It is reported that telegraphic intelligence has been received from Manila to the effect that the import market is entirely disorganised owing to the rebellion and that no further consignments should be sent.

9th September.

Yesterday morning Commodore Boyes received a telegram from the captain of the *Redpole* stating that the boat must remain at Manila for the present. From this it is to be inferred that the situation is considered serious.

We give below an account of the commencement of the rebellion in Manila which was sent to the *Shanghai Daily Press* by a correspondent. It will be seen that the report gives the date of the outbreak as the 24th August, and the letter was dispatched on the 25th and must therefore have been sent by the *Zafiro*. This is somewhat curious in the light of events as they were made known in Hongkong. When the *Zafiro* arrived here on the 28th August no one on board had heard of any outbreak; there was simply the rumour that a conspiracy against the Government was being hatched. Moreover, the British Consul did not wire to Commodore Boyes until the 31st, when he said that a serious rebellion had broken out, presumably meaning that it had broken out that day, though from the Havas telegram it would seem that fighting commenced on the 29th. Under those circumstances it is rather difficult to express any opinion upon the accuracy of the following report, which, however, we must say, does not read like an exaggerated story:—

"The authorities and wealthier classes in Manila were completely taken by surprise on the 24th August when, apparently in obedience to some preconcerted arrangement, the native populace and the lower classes generally turned in open revolt against their Spanish masters. The police were stoned and Escolta Street, the principal business district of the city, was invaded by a mob who threatened to loot and burn the town. The shopkeepers and merchants hurriedly closed their houses and ran for safety to the neighbourhood of the barracks, where they were comparatively secure. Up to the present time no great damage has been done, but the masses are in complete revolt.

"The revolt came as a complete surprise, for though it was known that trouble was fermenting, it was not thought it would burst out so rapidly. The cause cannot as yet be known as so many rumours are afloat that it is impossible to arrive at the truth, and it is better to wait a few days before attempting to give the history of the outbreak. It is also at present impossible to say how serious the consequences may be, as much depends upon the action of the infantry. The possession and safe-guarding of the city is entrusted to this corps, which is composed almost entirely of people of native extraction (Tagals), who have not, by their past history, given any reason to believe that they will remain faithful to their conquerors as against their own people. Should they remain faithful to the Government the affair will be settled in a few days. The absence of Governor-General Blanco also greatly aggravates the situation. By this time he is in Mindanao, in the south of the Philippines, where there is another revolt, fomented by the Mohammedans, called Moros, of so serious a nature that he thought it necessary to go himself to quell it. On the other hand, it is reassuring to all to know that General Echaluce, who is Segundo Cabo and a General of Division, has taken the most stringent measures to check the trouble here at once and

put it down with a strong hand. But for all that, the populace is awaiting anxiously the return of the Governor-General, who has been telegraphed to in all haste. I cannot say more now, but will write more fully by next mail."

The following Havas telegram appears in the Tonkin papers:—

Paris, 2nd September.

"Further risings have taken place in the Philippines."

From this it would seem that the attack made on the night of Saturday, 29th August, was followed up by further risings on the following Sunday and Monday.

#### CHANGE OF MINISTRY IN JAPAN.

The Japanese Consul courteously informs us that he has received a telegram from Japan stating that the Marquis Ito, Minister President of State, resigned on the 31st ultimo, and that Count Kuroda has been appointed to the office *ad interim* and will hold it in conjunction with that of President of the Privy Council.

#### DEATH OF CAPTAIN MCEUEN.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]  
SHANGHAI, 4th September.

Captain McEuen died at Yokohama on Saturday last.

[Captain J. P. McEuen, a retired Commander of the Royal Navy, was formerly Assistant Harbour Master at Hongkong and frequently acted in other departments. He retired from the Hongkong Service in 1884 to take up the appointment of Captain Superintendent of the Shanghai Police. He has of late been in bad health and a short time ago left for home, intending to travel by the Canadian route, but on arriving at Yokohama he was too ill to proceed and had to be landed. The deceased gentleman was highly esteemed by all who knew him.]

#### AFFAIRS IN FORMOSA.

[FROM OUR SPECIAL CORRESPONDENT.]

TAIPEHFU, 1st September, 1896.

I have just returned from my in country trip, having visited the districts touched by the late rebellion. The first stage made by railway brought me to Hsin-chu-ku (Teckcham), 40 miles distant. This city is the southern terminus of the old Chinese railway and a regular passenger service of two trains a day has been established. The place is a particularly filthy settlement of 2,500 Chinese, while the Japanese are located there to the number of a hundred civilians, officials and others, with 500 soldiers for the city and surrounding villages. Although the space enclosed by a wall is not large, a considerable portion of it is under cultivation and a dirty stream for irrigation purposes runs through the city. The streets are crowded and the place seems to be in a flourishing condition. A fairly comfortable Japanese hotel affords accommodation for all strangers.

From Teckcham I selected the route which could enable me to first visit the coast districts. Following south by chair I passed through numbers of villages all more or less similar, giving special attention to Hionsan, Aulang, Oan, Taika, and Goche. For 80 miles all appeared quiet and prosperous, with the fields all occupied by busy workers, while the villages were swarming with Chinese and the salesmen were crowding even the streets with their wares.

At Changwha (Shoka) the removal of the market makes the place appear less prosperous than of old. During the Chinese days this big inland city was the centre to which hundreds of country people daily gathered to dispose of the country's produce. It was not always a quiet crowd and, offering too great an opportunity for bad characters to enter the city unsuspected, the Japanese ordered that the market should be moved to the outside of the wall. Many of the city Chinese who received employment either directly or indirectly as a result of the existence of the market removed to the outside of the gate, where a new settlement was built. This principally accounts for the quietude of the big city as we find it

to-day. The rebels attacked outside the wall, but being unable to get past the gates and receiving no encouragement from the townspeople they deserted the city in disgust. Chinese report had it that the city was captured and a thousand Japanese killed.

From Changwha it is but a short distance to Lokang (Hokko), the important sea coast city. This place is splendidly built for a Chinese town, the main street containing the largest and best built business houses I have found in Formosa, with the possible exception of Tainanfu, and even there they are not excelled. As a result of the rebellion, 308 houses were reduced to ruins, the loss being principally confined to block after block of the large brick and tile structures I have mentioned, while about a thousand Chinese were rendered homeless.

Returning to the days of the rebellion we find a small force of Japanese guarding the city. They were informed of the approach of the rebels, who, having been successful at Hoonlin and Huk-to, were marching through, adding to their strength hourly by forcing the countrypeople under penalty of fire and sword to join their ranks. The Japanese force was not sufficient to defend the whole city, so they all gathered together in an old Chinese yamen just at the outskirts, throwing up hasty barricades and enclosing all by a bamboo stockade.

The Chinese of the city were greatly disturbed and an offer of raising volunteers was made and accepted by the Japanese, although there were no means of arming them. A force of one thousand was thus obtained and they were rendered recognizable by a band placed about their chest. They rendered splendid assistance in removing valuables, work on the stockade, and aiding the people in reaching safe retreats during the fighting. The Japanese officials are enthusiastic over the loyalty of the townspeople, who thus gave such valuable aid, when with their 20,000 inhabitants they could have torn the Japanese into pieces had they so desired. The rebels came and the attack commenced. Unable to drive the Japanese from their improvised fort, and being subject to a deadly fire whenever they came in close range, an attempt was made to burn them out. Accordingly the Chinese houses in close proximity were fired, but fortunately for the Japanese the wind was in the wrong direction, and the conflagration thus started, spread down the principal business street for many blocks. The rebels were apparently enraged at the refusal of the Lokang people to join them, for the fire was allowed to spread and the torch was applied to other houses, until for about a half mile nothing but blackened ruins remained. The fighting continued for six hours, the rebels then retreating, but leaving about a hundred of their dead in the streets. Japanese loss, 4 killed and 16 wounded. Lokang natives killed, 6. Wounded unknown.

All Japanese and much property of the Chinese was looted. One Chinese, a wealthy farmer, afforded special assistance by disguising himself as a coolie, and, acting as spy, bringing the Japanese much valuable information as to the movements of the rebels. I understand it is the intention to reward this man in particular for his loyal aid.

The principal Chinese sufferers were of the wealthier class, but as there were still many who lost all their earthly possessions, the Chief of the civil office had applied to Taipeifu for aid and already had obtained \$2,156 for distribution, with more expected to follow.

Lokang was the only settlement on or near the coast touched by the rebels.

My next stage was on further south to Huk-to, a small village of mud huts. Upon the arrival of the rebels at this place many of the villagers joined them, and after a plucky defence, during which the captain commanding was shot and killed from a house, the Japanese were obliged to retreat. The captain seems to have been an uncommonly brave fellow, for although fatally wounded he yet commanded for some time, and when finally forced to turn the command over to the lower officer, he implored those about his death couch not to surrender, his last words being that his body should be buried in this same village where he fell and that under no circumstances should the Japanese retreat. The village, with the exception of two houses destroyed by the rebels while making the attack, remains entire.



Upon the Japanese recapturing the village the inhabitants returned at once, and as I saw them they appeared to be without exception the roughest and most villainous lot of looking Chinese I have ever seen. From Huk-to my next objective point was inland to Hoonlin, a city located at the foot of the mountains and the most important place held by the rebels, and one which furnished many men for their ranks. In reaching the city my route lay south over the military road for a few miles and then turned in towards the mountains, following a buffalo cart track, through an apparently fertile but uncultivated plain of considerable extent. The city itself is pleasantly located in a grove of bamboo. It was a pitiful sight on arriving to see the deserted streets, with not even a Chinese dog visible, for out of a once prosperous population of 4,000 but 150 are now living in the town, while 679 out of the 1,206 houses which the city contained have been burnt to the ground.

At the time of the arrival of the rebels at this city, about 250 armed Japanese held the city. The rebels came from two directions and made a fierce and determined attack simultaneously. After once gaining entrance to the city many townspeople joined the rebels' ranks. The Japanese had gathered together in a large yamen, which had been partially cleared of surrounding huts and underbrush, although still not sufficiently to give them a clear space all around. In the vicinity of this yamen, which was reserved by the Japanese as head quarters, were many other buildings occupied by Japanese. In the frenzy to destroy everything Japanese the rebels had burnt the whole district regardless whether the former occupant was a friend or enemy, Chinese or Japanese. The yamen, which was a commodious affair, was so completely destroyed that it must be nearly all rebuilt, and many valuable documents were lost in the fire. In other parts of the city only those buildings were burnt which were known to be the homes of Chinese loyal to the Japanese. Melancholy was the fate of several Chinese servants who would not retreat with the Japanese, but remained behind to care for their personal possessions. These unfortunates were beheaded and on the return of the Japanese one of the heads was still to be seen outside the wall. The treatment of such Japanese as fell into the hands of the rebels was characteristically Chinese. The head of one poor unfortunate was severed from the body and placed outside the gate, while the body itself, set up as a dummy by running a stick up through the abdomen and out at the neck and fastening on to the protruding end one of the hands which had been cut from the body. Horses' heads were cut off and placed on human bodies, while the human heads were placed on the carcasses of the horses. Bodies were found that had been charred by kerosine oil poured upon them and then fired, bodies of which the heart, liver, and kidneys had been removed, and other mutilations which cannot be mentioned here in which the Chinese seem to take such delight.

The city was easily recaptured by the Japanese, but as I have mentioned above, regardless of the proclamations that have been issued calling the good people to return, but very few have come back, either because they have no confidence in the promises of the Japanese or because they were all so much mixed up with the rebellion that they fear punishment. In fact, when one looks over the number of other villages, in some of which the Japanese loss was much greater, and note how the townspeople returned at once and settled down with seemingly perfect confidence in their new masters, it would appear that perhaps the latter explanation would more properly account for their long continued absence.

One point that struck me forcibly was the apparent carelessness of the Japanese military in occupying quarters which were so surrounded with straw huts, underbrush, and jungle that rather invited attack, which could be made with more or less safety, while they were placed at so much of a disadvantage that a total repulse of the enemy was rendered extremely difficult. During the Chinese regime it was considered necessary to, if possible, place the troops in such quarters as would in themselves afford a protection against the enemy. If the Chinese, who were among their own people, considered this

necessary, why not the Japanese, who are among strangers?

As I mention above, the Japanese troops at Hoonlin, after being warned of the approach of the rebels, commenced clearing about their quarters, work that should have been begun upon their first arrival.

The task was not completed, but even as it was, that Major Sato with his two hundred and fifty soldiers was unable to hold it and ordered a retreat seems to me to have been very weak judgment on his part. The largest firearms the rebels possessed were muskets and the charge could not penetrate through the wall, while the Japanese standing behind loopholes were afforded the opportunity of presenting a deadly fire whenever the rebels appeared in the clearing. To this unfortunate retreat may be placed the whole after success of the rebels, for had Hoonlin been held, reinforcements would have soon arrived and the rebels would have been confined wholly to the mountains. Major Sato has been called to Taipeihu to account if possible for these strange proceedings.

Upon the return of the Japanese troops all villages were captured with more or less difficulty and the many settlements situated along the foot hills that had furnished the ranks of the rebels were burned by the Japanese; about thirty in all.

But one must understand when villages are mentioned that a small hamlet of a dozen or twenty mud and straw huts which ordinarily represent no capital and but a few days' labour of the builder, who is usually the intended occupant, is classed as a village and included in this number. Of those of more importance destroyed, chief is the village of Chip Chip (the inhabitants nearly all rebels) the main part burned by the Japanese, although the rebels had previously destroyed many houses. Tsan-e-tun, a village of about 300 mud houses totally destroyed, three small villages near Hoonlin, and of the other twenty-five villages but few were totally destroyed, as groups of huts were picked out here and there. There were innocent people killed and innocent people lost their property, but the Japanese officials lament that as much as we, and the generosity with which the individual Japanese in the island have subscribed to their relief, the large amount turned over from the Government fund, and the gracious gift from the Emperor and Empress is evidence that Japan has a truly humane interest in its Formosa subjects.

The following figures, except in one instance, where after a hurried inspection the estimated number has been given, may be taken as exact, and give the loss of houses destroyed either by Japanese or rebels:—

|          |                   |       |
|----------|-------------------|-------|
| Taichun, | Taiwanfu District | 1,182 |
| Lokang,  | Rokko             | 308   |
| Polisia, | Horisha           | 810   |
| Hoonlin, | Uurin             | 1,500 |
| Kagee    |                   | 1,274 |

Total 5,074

In arriving at this number a straw shanty or a mud hut is included. The houses of greatest value destroyed were those burned in Lokang and Hoonlin. However, specially in the former city, the natives felt the loss of their property less, having other means than those poor unfortunates throughout the country who have their all-in-all wrapped up in the little home that shelters them.

It is therefore hoped that the relief fund will be so carefully distributed that this specially needy class may be reached. The Chinese that can afford to lose will be the first to come forth to plead with tears in their eyes the most absolute poverty and misfortune, if it will bring them a few pennies, regardless of their neighbour next door who may be starving.

I made a special trip outside of my intended route to visit a Chinese, in whose sincerity I have most perfect confidence, to hear from him the Chinese version of the burning of Tsan-e-tun, for the report was brought forth that the inhabitants of this village were perfectly friendly and that the Japanese had, without any cause or reason even, killed the innocent people right and left and then burned the town to the ground. The report I obtained, which was told my Chinese friend by other Chinese with whom I am unacquainted, is as follows: While fighting was in progress at Paktan,

a village some miles distant, a small number of Japanese troops arrived in Tsan-e-tun and endeavoured to employ coolies to carry stores with them to Paktan. The coolies refused to aid and the numerous old women of the town were loud in their warnings that to go to Paktan with the Japanese would only get them into trouble. The same women also jeered at the Japanese and made numerous semi-cheerful remarks to the effect that their last day had come, that the rebels would get them this time sure, and that their heads would all be cut off before night, etc., etc. The Japanese remained during the night and the next morning a gendarme tramping about in the outskirts came across a boy herding cattle. He inquired of him if there were bad people here, at the same time pointing towards the village. The boy, who had apparently learned a little Japanese, answered "arimas," whereupon the gendarme re-entered the village, reported to the Commander, who gave the order to the troops, and the Japanese one and all turned to and began killing the villagers right and left, burned down the town, and departed.

There is the tale pure and simple as it was told to me.

The Japanese account differs materially and I made numerous inquiries among military and civil officials high and low; the answer was always the same. At the time of the rebellion, troops were not regularly stationed at Tsan-e-tun, but as it was on the road on which were many of the villages that rebelled, soldiers oft times had occasion to pass through. During the attack messengers were sent out on military matters, in one instance calling for reinforcements. Their route carried them through this village, but they never reached their destinations. A rebel messenger was later captured and on his person were found documents, all sent from a rebel chief, whose head quarters were in the same village. This aroused a suspicion that the messengers had been done away with there. Later, when troops were passing south, the head of one of the missing men was found hanging from a pole outside the village. Upon attempting to enter the Japanese were stoutly opposed from the outskirts. A fight ensued, the villagers retreating, and the place was burned.

Here are the two accounts; the readers can choose for themselves. That Japanese or any other body of men in a similar position, who were being hunted and killed at every opportunity, would deliberately increase the extreme danger of their position in arousing the hostility of a whole village by entering a perfectly peaceful community and killing right and left without provocation, seems to me to be very improbable.

There seems to have been considerable friction at Polisia between the civil and military officials. The village was considered quiet and peaceful and the large number of Pepohuans who live in its vicinity were known to be on very friendly terms with the Japanese. However, a small party of soldiers were attacked outside at about the beginning of the rebellion, and returning reported the existence of the rebels. The Pepohuans, those splendid fellows of the plains, came to the front with a thousand volunteers. Three hundred of the number were accepted by the Japanese, sixty being posted on duty at the city gates and the others placed to guard the wall. This with the two companies of Japanese regulars, besides armed gendarmes and police, would seem to be a sufficient guard to oppose the entrance of an ordinary force of rebels. But the captain in command apparently thought differently, for after hearing the report of the officer who was in charge of the small party that had been attacked, he ordered a retreat. To this the civil officials made objection, so the story goes, and gathering the policemen and other armed attaches of the department about them prepared to hold out alone, even though the military retreated to the last man. However, eventually the order being repeated and the chief of gendarmes using his influence, the civil officials were induced to join and all departed from the city. When the news of this premature movement reached headquarters the captain was ordered to return at once, and if the city was in the hands of rebels it was mentioned that the proper thing for a captain with soldiers at the back of him to do was to recapture it. It is needless to add that an error of this kind would



not long remain unnoticed, and the result is that the captain is now at headquarters and there is a whisper of court martial.

More lamentable than the injury the rebels are able to inflict upon the Japanese in these rebellions is the suffering that is brought upon the peaceful Chinese. Often forced to join the rebels against their own will and to engage directly in conflicts with which they have no sympathy, their property may be destroyed, they themselves captured and even their lives taken, and all the while at heart as innocent of any desire to do harm to the Japanese as the most friendly person on the island. Again, if they refuse to join or at least give aid to the rebels their property is looted, and if they cannot make good their escape death might be dealt them. This is all most unfortunate, for the poor people have every reason to expect protection from the Japanese, and when this is not given they naturally lose confidence in the latter and would be inclined to join the rebels if they thought they were the stronger party; not with the idea of an intended act of hostility against the Japanese, but simply to protect themselves.

Whether dealing with the rebels rigorously or not is the best policy is a question I will not here discuss; suffice it to say that so far the same district has not rebelled twice. Last year the rebellion of the Hakkas about Tokoham, the rebellion of the Kapsulan plain, the rebellion of January 1st, in the north and near the capital, and the Hakka rebellion in the south, all occurred in districts which the Japanese had on their first arrival been able to occupy with practically no resistance. The districts later rose in rebellion, the participants had their first taste of real fighting, and some a taste of Japanese lead. It was sufficient, and after peace had been re-established there seemed to be no further desire to rebel.

The Japanese occupied the territory of the present rebels without resistance, consequently the natives were ignorant of the power of the new rulers. They have now opposed them and been defeated. As a result, there will probably be no more rebelling in that part of the island, although we may expect occasional rows and riots. The rebels are still confined to the mountains and will probably for some time fight, knowing, as the poor wretches do, that there is not a pleasant welcome awaiting them down below.

It may be impossible, but were the Japanese able to induce the border rebels to surrender, and then transport them across to China, it would not only be an act of mercy, but it would rid the country of a number of bad characters, who are sure to make trouble as long as they are allowed to live along the mountain borders.

JAMES W. DAVIDSON.

## SUPREME COURT.

3rd September.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (ACTING PUISNE JUDGE) AND A SPECIAL JURY.

MAN YIK TONG FIRM v. COOPER AND OTHERS.

Plaintiffs brought an action against Hon. F. A. Cooper, Dr. Atkinson, Dr. Clark, Mr. H. B. Leithbridge, Mr. N. J. Ede, and Inspector Reidie to recover \$800 damages.

Mr. J. Hastings (of Mr. V. H. Deacon's office) appeared for the plaintiffs, and Mr. A. B. Johnson (Crown Solicitor) represented the defendants.

The gentlemen constituting the special jury were—Messrs. M. Grote, T. I. Rose, and Paul Jordan.

Mr. Hastings first of all read the pleadings. The plaintiffs are merchants and dealers in Chinese drugs and medicines and carry on business at 90, Bonham Strand. The first five defendants were, on the 9th May, members of the Sanitary Board, and Inspector Reidie was a sanitary inspector in the employ of the Board. The plaintiffs occupied the ground and first floors of 90, Bonham Strand and also a portion of the top floor, and they owned cocklofts erected therein. On the 9th May the defendants or their servants or agents

wrongfully and illegally entered upon the plaintiffs' premises and caused great damage by pulling down the cocklofts and wholly removing the materials. The defendants also caused great damage to valuable goods stored on the premises and caused great inconvenience and loss to the plaintiffs, interfering with and preventing the carrying on of the business. On account of the illegal acts of the defendants the plaintiffs had suffered damage to the extent of \$800. In their answer the defendants admitted that their servants illegally removed certain cocklofts from the premises and they paid the sum of \$75 into court, that being a sufficient sum to replace the cocklofts in the condition in which they were when removed by the defendants. The defendants denied that they caused great or any damage to any of the goods stored on the premises, or that they caused any inconvenience or loss whatever to the plaintiffs or interfered with or prevented the carrying on of their business.

Mr. Hastings, in explaining the facts, said there was one cockloft on the ground floor, two on the first floor, and one in the front portion of the second floor. On the afternoon of the 8th May a police constable in the employ of the Sanitary Board gave plaintiffs notice that the cocklofts were to be removed by the following morning; if they were not the Board would pull them down themselves. This order was entirely illegal, but the plaintiffs did not know that and they engaged a carpenter to remove the cocklofts. About 8 o'clock on the following morning the carpenter and his coolies went to the shop to remove the cocklofts. About the same time a Sanitary Board gang, consisting of constables, soldiers, and coolies, arrived at the shop. There would probably be a dispute as to the time operations were commenced. The plaintiffs would say that the damage was done between 8 and 9 o'clock, while the defendants alleged that the work was not commenced until 10 o'clock. However, when the gang arrived all the goods had been removed from the cockloft on the ground floor and the front cockloft on the first floor, but the back cockloft was still full of goods. Work was at once commenced by two gangs, one on the ground floor and the other on the first floor. The men appeared to be in a great hurry, probably because they had other houses to visit, and when plaintiffs asked for time to remove all the goods the men refused to give it. They demolished the cocklofts as quickly as possible, the consequence being that some of the valuable goods on the back cockloft on the first floor fell to the ground. They were trampled under foot by coolies, mixed with dust and dirt, and so sustained very considerable damage. After receiving notice to remove the cocklofts the plaintiffs requested Mr. Danby to visit the premises. He went there about 8 o'clock on the morning of the 9th May and was so impressed with what he saw and with the high-handed manner in which the work was being done that he saw Mr. Ede and Mr. McCallum. They visited the premises about 2.30 in the afternoon, but at that time the damage had been done. On the 16th May Mr. V. H. Deacon wrote a letter to the Colonial Secretary on behalf of the plaintiffs stating that the plaintiffs had suffered unnecessary damage to medicinal goods owing to the illegal action of the plague workers; and hoping that his Excellency the Governor would order compensation to be paid. On the 12th June the Colonial Secretary replied that his Excellency the Governor had caused inquiries to be made respecting Mr. Danby's letter which had been published in the press and owing to the answers received in response to those inquiries he regretted he could not accede to the request contained in Mr. Deacon's letter. The damaged goods were afterwards sold by auction and they fetched 50 per cent. under the original cost price. Notice of the sale was given to the Crown Solicitor and the representatives of the Sanitary Board were present at the sale. Counsel then explained the legal bearings of the case and concluded by saying that there were three items under the head of damage, viz., damage to the goods, damage to the cocklofts, and damage for trespass and interference with business.

Evidence was then called. Mr. Danby said he visited the premises at 8.30 on the morning of the 9th May. The coolies appeared to be

working against time—working by piece, so much for the job. Everything was in a state of confusion and the coolies were shouting.

4th September.

Evidence for the defence was called, after which Mr. Johnson briefly addressed the jury for the defendants. He referred to the amount of damage claimed by the plaintiffs under the different heads and said for the trespass they were only entitled to nominal damages in the sum of about fifty cents or \$1. In making the house to house visitation the defendants did what they thought was necessary. He submitted that it was justifiable, and he thought he had succeeded in proving that no damage whatever had been sustained under that head. Mr. Johnson then referred to the damage to the goods and said the jury must be satisfied that there was actual damages before they awarded any sum. Even if there had been any damage, however, he contended that it would be met by the sum paid into Court.

Mr. Hastings then addressed the jury for the plaintiff and said the only question they had to decide was the amount of damages. The defendants had admitted their liability and it was for the jury to say if the \$75 paid into Court was a just compensation for the injury and annoyance that had been sustained by the plaintiffs. Mr. Hastings then reviewed the evidence and in conclusion submitted that it was an act of negligence for the Sanitary Board to allow such a technical matter as the pulling down of cocklofts to be decided by their inspectors.

His Lordship, in briefly summing up, explained to the jury the legal definition of trespass and then went on to review the evidence. He particularly referred to one witness called for the defendants who was in the house on the day in question and who produced a book, the credibility of which had not been disputed in Court, containing bona fide notes taken at the time, which showed that no "back" cockloft existed on the first floor. That was very strong evidence and the jury should give it due consideration. The plaintiffs contended that there was a cockloft there and that there were signs of its having been removed. There might have been signs of a cockloft, but it was possible they were the traces of an old cockloft that had existed previously. He did not think that any of the witnesses for the plaintiffs spoke directly as to there being a "back" cockloft. Proceeding, his Lordship asked the jury if they thought it likely that the officers of the Sanitary Board would proceed in a ruthless manner to pull down cocklofts when they found goods upon them. Referring to the question of impartial evidence, his Lordship said the officers of the Sanitary Board who had given evidence did not appear to have any greater interest in the issue of the trial than the gentlemen who had been called by the plaintiffs. Take the case of Mr. Danby, who had been called as an independent witness. Did the jury believe that Mr. Danby was getting no fees out of this? He went down there at 8.30 in the morning and it was only natural that he would get something out of his clients. His Lordship concluded by explaining to the jury that they could assess damages in a lump sum or award under the separate heads.

The jury then retired and after an absence of only ten minutes they returned with a unanimous verdict in favour of the plaintiffs, assessing damages in a lump sum at \$434.05. Mr. Johnson asked that the jury should assess the damages under separate heads, which they did as follows:—Damage to goods, \$263.05; damage to cocklofts, \$70; trespass, \$1; interference with business, \$100.

Never in the history of Shanghai has any new company met with such solid support by investors as the Shanghai Engineering, Shipbuilding, and Dock Co., Limited, the shares in which were allotted on 27th Aug. Even the 2,000 shares which were to be kept for London have had to be given to Shanghai, and at that there were not nearly enough to go round amongst the local applicants, who only got a proportionate part of the number they applied for. *China Gazette.*



# THE OPENING OF THE NEW PORTS.

The following despatch addressed by the United States Minister to the United States Minister is published:

Peking 23rd August, 1896.

Your Excellency.—By the 9th article of the Shimonoseki Treaty between China and Japan, Shashih, Chungking, Soochow, and Hangchow are to be opened as treaty ports. A time will be fixed for the opening of Custom Houses at those ports, so that trade may be carried on. As to Chungking and Shashih, regulations will be drawn up later.

The Inspector-General of Customs has been instructed to order the Commissioner at Shanghai, Soochow, and Hangchow, to draw up regulations at once for the governing of trade at those ports.

After the regulations have been considered by the Yamen, further communication will be sent to your Excellency.

The Yamen have decided, however, that the ports of Soochow and Hangchow shall be opened on the 20th September next.

The Yamen requests that your Excellency will instruct American merchants that they must not carry on trade at those ports until the Customs have been fully established.

## SHANGHAI AND THE MAIL CONTRACT.

The following letter from the British Minister to the Shanghai General Chamber of Commerce is published:—

Peking, 16th August, 1896.

Sir.—Having referred to Her Majesty's Secretary of State your communication of the 22nd April last, on the subject of the reported intention of the British Postal authorities to make Hongkong the terminal point of the new mail contract for China, I have received a reply from his Lordship informing me that the Postmaster-General has not recommended any such change, and that in advertising for such contracts, tenders have been invited for conveying the mails between Colombo and Shanghai. I shall feel obliged to you if you will make this known to your Chamber and to the public in general.—I have the honour to be, your most obedient servant,

CLAUDE M. MACDONALD.

The Chairman of Shanghai General Chamber of Commerce.

## THE INCREASE IN TELEGRAPH RATES.

Further correspondence on the increase in telegraph rates is published by the Shanghai General Chamber of Commerce. The following are the more important letters:—

THE CABLE COMPANIES TO THE CHAMBER.  
The Great Northern Telegraph Company  
The Eastern Extension Australasia and China Telegraph Company, Limited.  
Shanghai Station,  
11th August, 1896.

Sir.—I beg to acknowledge receipt of your letter, and to express my extreme regret at the Committee's disapproval of the Companies' action in increasing the collection of charge for certain telegrams; more especially so since you consider as very incomplete the explanation offered in my letter of the 4th inst.

I therefore beg to supplement the same by the following additional remarks:—

The Companies' rates for telegrams between the United Kingdom and China, which you quote as an example in your letter, was fixed from the 1st of January, 1876, at 8 fms. 50 centimes, equal to 7 shillings sterling, and collected in China with \$2.00 Mexican, which was at that time the actual silver equivalent.

Of this amount about one half is collected for the account of other Telegraph Administrations over whose lines the telegrams pass in transit, and has to be accounted for by the Companies in gold.

When silver commenced to decline in value in the East, 10 per cent. was added to the \$2.00, from the 1st of November, 1876, to cover the Companies' against losses in exchange. This rate was maintained till the 1st of July, 1886,

when silver had shown signs of recovery, to be again increased to \$2.80 from the 1st of February, 1893, after the subsequent relapse of silver, and when it was becoming evident that no permanent recovery could be hoped for. The collection rate would at that time have been still further increased to a figure corresponding with the gold rate in Europe, had it not been for the competition started by the Chinese Telegraph Administration, who on the 1st of March following published a \$2.00 rate for telegrams to Europe by their newly completed land lines.

It was, moreover, due to this competition, and not, as you assume in your letter, to any vast increase in the volume of messages transmitted, that the Companies were compelled to again reduce their rate to Europe to \$2.00 a word from the 1st of December, 1895.

The original gold rate has, however, remained unaltered, so that whilst a message from the United Kingdom to China paid 7 shillings a word, a message from China—between the same places—paid less than 4/6 a word.

The rates have now been adjusted, so as to be the same from both ends, by the Companies undertaking, at the International Telegraph Conference lately held at Budapest, to reduce their gold rate from 8 fms. 50 centimes to 7 fms. a word, whilst at the same time collecting the full silver equivalent in China; and it has been simultaneously arranged that from the 1st of July next year, when the ratified international Telegraph Convention comes into force, the number of letters in a single word shall be increased from 10 to 15, and the number of figures from 3 to 5 for extra-European telegrams—a concession which cannot fail very materially to benefit the public at the expense of the Telegraph Companies, as senders of the telegrams will be enabled thereby considerably to improve and augment the present 10 letter telegraph codes.

I may perhaps here be permitted to express my surprise that the fact of the Telegraph Companies having for a long series of years, and with great loss to themselves, been compelled to collect their gold charges at more or less insufficient silver equivalents, should now be advanced as an argument why they should continue to do so *ad infinitum*, while such is not the case with, for instance, the Steamer Companies and other similar concerns, who have been compelled to adopt exactly the same measure as now adopted by the Telegraph Companies, without, as far as I am aware, having been called to account by your Committee for so doing.

In conclusion, I beg leave to assure you that the action of the Companies has been most carefully considered by the Directors, but I shall nevertheless not fail to lay before them the protest and expression of the views recorded in your letter under reply.—I have the honour to be, sir, your most obedient servant.

J. HENNINGSEN,  
Manager.

E. F. Alford, Esq., Chairman, Shanghai General Chamber of Commerce.

THE CHAMBER TO THE CABLE COMPANIES.  
General Chamber of Commerce,  
Shanghai, 13th August, 1896.

Sir.—The Committee thank you for your prompt reply to their letter of the 11th instant, though they regret that you show no further reason for the increase of Tariff than that previously assigned, viz., that you have resolved to adopt the parity of gold charges.

It would no useful purpose to occupy time in discussing the similarity, or otherwise, of your position with that of "Steamer Companies and other similar concerns," and the Committee will therefore not follow you in the many lines of controversy such arguments might lead to.

It would, however, interest the Chamber to know why the increase of 37½ per cent. on homeward rates was not concurrent with the decrease of 12½ per cent. promised on outward rates; the former came into abrupt operation on 1st August, 1896, whilst the latter is deferred until 1st July, 1897.

As regards local messages, whilst recognizing the probability that the Chinese lines enjoy the larger share of support, it seems to the Committee that if the newspapers are correct in announcing that the profits of that Administration are 24 per cent. per annum, an in-

crease of 100 per cent. in your charges is, to say the least, excessive.—I have the honour to be, sir, your most obedient servant.

E. F. ALFORD,  
Chairman.

J. Henningsen, Esq., on behalf of the Great Northern Telegraph Co., Eastern Extension Australasia and China Telegraph Company, Limited.  
Shanghai Station,  
14th August, 1896.

THE CABLE COMPANIES TO THE CHAMBER.  
The Great Northern Telegraph Company  
The Eastern Extension Australasia and China Telegraph Company, Limited.  
Shanghai Station,  
14th August, 1896.

Sir.—I note with much regret from your yesterday's letter that the reasons given in my former letters for the increase in the collection of charges for certain telegrams have not proved satisfactory to your Committee, and that it would interest the Chamber to know the reason why the increase on homeward rates was not concurrent with the decrease promised on outward rates.

In reply, I can only repeat the statements made in my letter of the 11th inst. that the Companies are no longer prepared to continue the collection of their gold rates at a more or less insufficient equivalent in silver, whilst the provisions of the Budapest International Telegraph Convention, including the reduction of the Companies' gold rates, will only come into operation from the 1st of July next year, simultaneously with the other concessions made to the public, as mentioned in my said letter.

With regard to the concluding paragraph of your letter under reply, I am unable to verify the statements made by the newspapers that the profits of the Chinese Telegraph Administration are 24 per cent. per annum, but even assuming this to be correct, I must be permitted to point out that those profits will have been derived from the revenue of all the Chinese Administration's lines and stations (about 200) in China, whilst the Companies do not participate with them in the local traffic further than between their four cable stations viz., Shanghai, Foochow, Amoy, and Hongkong, so that it appears to me that no comparison can in reason be drawn between the two cases.—I have the honour to be, sir, your most obedient servant,

J. HENNINGSEN,  
Manager.

To E. F. Alford, Esq., Chairman, Shanghai General Chamber of Commerce.

THE CABLE COMPANIES TO THE CHAMBER.  
The Great Northern Telegraph Company  
The Eastern Extension Australasia and China Telegraph Company, Limited.  
Shanghai Station,  
14th August, 1896.

Sir.—I beg permission to correct a misstatement which has inadvertently been made in my letter addressed to yourself and dated the 11th instant; inasmuch as I learn from subsequent information that the increase in the number of letters from 10 to 15 and in figures from 3 to 5 in a single word adopted by the Budapest International Telegraph Conference for extra-European telegrams from the 1st of July, 1897, applies only to telegrams written in plain language, whilst the ten letter and five figure limit will remain in force for telegrams in code or preconcerted language, and apply to European as well as to extra-European systems.

Apologizing for the mistake, I remain, sir, your obedient servant,

J. HENNINGSEN,  
Manager.

To E. F. Alford, Esq., Chairman, Shanghai General Chamber of Commerce.

THE CHAMBER TO THE BRITISH MINISTER.  
General Chamber of Commerce,  
Shanghai, 11th August, 1896.

Sir.—The Committee of this Chamber most respectfully call your Excellency's attention to the increase in telegraphic charges, as unexpectedly adopted by the Eastern Extension and Great Northern Telegraph Companies on the 1st instant.



Your Excellency is possibly unaware that these additions amount to no less than 37½ per cent. on messages to Europe, and 100 per cent. on local telegrams, and I am requested to point out that the reply to the protest of this Chamber states that governmental concurrence has been obtained thereto.

The Committee enclose and particularly beg that your Excellency will carefully peruse the correspondence which has passed between this Chamber and the Telegraph Companies, and, whilst still protesting against homeward charges being based on a gold parity, would especially draw your Excellency's attention to the want of equity in raising homeward rates on 1st August, 1896, and deferring the meagre reduction in outward rates to 1st July, 1897.

The Committee further ask your Excellency's attention to the addition of 100 per cent. in charge for local messages, and with reference to Mr. Henningren's reply that the benefit to the European Companies is unimportant owing to their having only four stations in China, I would point out that their action is none the less regrettable as it enables the Native Administration to collect double revenue, which, if the report be true that the latter's lines already show a profit of 24 per cent. per annum, will (whilst entailing little or no addition in working expenses) increase the profits enormously.

The Committee of this Chamber are convinced that the tradition of equity which actuated your predecessors in the capacity of Ministers and "Superintendents of Trade" will still prevail, and therefore urge your Excellency to review any sanction you may have afforded in the absence of information of the ill effects the increase of charges protested against will have on commercial interests.

This letter is transmitted through H.B.M.'s Consul, who, we trust, will inform your Excellency by wire of the strenuous protest now recorded, and in view of the urgent importance of the subject the Committee venture to ask the favour of a telegraphic reply through the same channel—I have the honour to be, sir, your Excellency's most obedient servant,

E. F. ALFORD,  
Chairman.

To His Excellency Sir Claude M. MacDonald, K.C.M.G., H.B.M.'s Minister Plenipotentiary, Peking.

THE CHAMBER TO THE BRITISH MINISTER.  
Shanghai General Chamber of Commerce,  
Shanghai, 3rd September, 1896.

Sir,—Adverting to the letter I had the honour of addressing to your Excellency on the 7th ult. regarding the recent increase in the telegraph tariff, I am desired to draw your Excellency's attention to the apparently inequitable and racial distinction whereby messages sent by foreigners are charged twice as much as messages sent by natives over the European and Chinese lines; and I am to urge on your Excellency that in the interests of all classes of foreign residents in China this differential treatment calls for prompt and effective redress.—I have the honour to be, sir, your Excellency's obedient servant,

E. F. ALFORD,  
Chairman.

To H.E. Sir Claude M. MacDonald, K.C.M.G., H.B.M.'s Minister and Superintendent of Trade, Peking.

### THE PROPOSED INCREASED TAXATION ON SILK FILATURES.

The following letters from the Shanghai General Chamber of Commerce to the Senior Consul and the Doyen of the Diplomatic Body are published.—

Shanghai General Chamber of Commerce,  
27th August, 1896.

Sir,—The Committee of the Chamber of Commerce desire me to ask your kind attention to the enclosed copy of a letter addressed to Colonel Denby as Doyen of the Corps Diplomatique in Peking.

You will observe that it is an urgent protest against the taxation of silk filatures as proposed in the recent memorial from the Tsungli Yamen to the Throne, and the matter is of such grave consequence that this Chamber, in order to

avoid delay, sent the above letter direct to Peking.

A telegram has also been sent to the following effect:—

Chamber of Commerce request protest against Tsungli Yamen Memorial taxing production Silk Filatures. Explanation by letter, and I am desired to ask your influence as Doyen of the Consular Body in support of the views expressed by the Chamber.—I have the honour to be, sir, your obedient servant,

E. F. ALFORD,  
Chairman.

To Dr. O. Stnebel, Consul-General for Germany and Senior Consul.

Shanghai General Chamber of Commerce,  
26th August, 1896.

Sir,—I have the honour to enclose copy of a Memorial from the Tsungli Yamen to the Throne, published in foreign and native newspapers, and am desired by the Committee of this Chamber to ask your Excellency's attention to the suggested scheme for taxation of silk filature factories and cotton mills. The Memorial is very definite; it clearly proposes that in order to "supplement likin" and such-like taxation (which charges are increasing every season and are higher now than ever), the production of "cotton manufacture and silk filature" by machinery shall "pay double the duty of 5 per cent. prescribed in the case of foreign exports"—this amounts to a duty of 10 per cent. "hereafter, whatever may be their destination, all goods will be exempt from likin."

The proposal as it affects cotton mills (notwithstanding that it frees from likin goods to be sent into the interior) is very severe. The Chamber, however, defer dealing with that point pending further information from the owners of cotton mills now under construction, and in the meantime I am to ask your Excellency to protest against the proposal. The urgency of attention to the memorial alluded to is in respect to silk filatures, which are in a different position to cotton mills, seeing their production is solely for export to Europe and the United States.

The proposal to charge 10 per cent. *ad valorem* on silk filatures simply means 7 per cent. to 8½ per cent. additional export duty, as the present duties of Tls. 10 per picul on white silk, Tls. 7 on yellow, and Tls. 5 on Tussahs practically range from rather over 1½ per cent. to 3 per cent. on their respective values.

The Chamber submits to your Excellency that this additional taxation will have a disastrous effect on the filature industry in China, with corresponding advantage to the production of those countries with which China now competes—and if it is intended to exempt native filatures worked by hand or such-like means it would not only be inequitable, but it would possibly lead to stoppage of filatures worked by machinery—it would put back China in that respect to a period of twenty years ago and throw out of employment not less than 25,000 natives who now derive a living and support for their families from those factories.

The native Government appears to imagine that China's production of silk controls prices on foreign markets; on the contrary, foreign markets regulate the price which foreign merchants in China can afford to pay for Chinese cocoons.

It may interest your Excellency to know that the likin and lot-shui tax which the 10 per cent. is to supplement, already amount to an average of about 9 per cent., so China proposes to penalise the improved silk product by no less than 19 per cent.!

The Chamber does not of course contemplate that such an injustice would be permitted on silk reeled from cocoons bought this season without a hint of the step now proposed. Your Excellency is possibly unaware that the exigencies of the trade necessitate the purchase of the entire annual requirements of cocoons for the filature factories in May and June, when the market for cocoons usually opens and lasts but two or three weeks, and that consequently this season's purchases have already been effected at prices which would obviously never have been paid had the proposed additional taxation been contemplated.

The Chamber, relying on your Excellency's sense of justice, call attention to the subject, and beg that as Doyen of the Corps Diplomatique you will move your colleagues to inform the Tsungli Yamen that the proposals of their memorial will not be accepted by the foreign Powers.—I have the honour to be, sir, your Excellency's obedient servant,

E. F. ALFORD,  
Chairman.

To His Excellency Colonel Denby, Minister for the U.S. of America, Doyen, Corps Diplomatique, Peking.

### THE "GAELIC"

The O. & O. steamer *Gaelic* arrived on Saturday. The following description of the injuries she sustained by grounding are given in the *Nagasaki Express* of 31st August.

A very brief inspection of the hull of the *Gaelic* as she now lies in the dock at Tateyama would, conclusively show, even those with absolutely no knowledge of ship construction, that the damages done to the vessel are far more serious than previously reported. Upon the starboard side, from her bows to a spot under the stoke-hold, the plates are more or less bent and damaged, while in several places they have been smashed in. Upon the port side there is little damage visible with the exception of a few started rivets and an ugly looking dent just beneath the boiler space. Roughly speaking, about 40 plates, 8 frames, and 3 bulkheads will require renewal or repairs, and it may be accepted as settled that the vessel will have to go to Hongkong for these to be executed, after being temporarily patched up here. Altogether the damage extends from the vessel's bow for about 250 feet aft, and the huge indentations in the plates, on the starboard side especially, bear witness to the splendid riveting work done by the builders, Messrs. Harland and Wolff. It appears that at the point at which the impact with the rocks was most severe a number of bags of coffee with heavy general cargo stowed on the top of them acted as a species of buffer, and took off a considerable amount of strain from the frames; otherwise the damage would have probably been much greater. When the vessel first struck, the main-stay, a heavy wire rope, was carried away. The reason for this was not apparent at the time, as the heel of the mainmast was not shifted in any way. It now appears probable that when the keel of the vessel near the boiler space was struck, the jar caused the mast to jerk violently and thus carry away the stay.

Just as the *Gaelic* was going into the dock on Friday last she touched the ground towards the south side of the entrance. What caused this we do not know, but had she struck upon the sill of the dock the probability is that she would have broken her back. The repairs to be executed here are not expected to occupy more than a few days, or a week at most.

### DISASTROUS FLOOD AT KOBE.

GREAT LOSS OF LIFE.

On the 30th August Kobe was visited by a destructive storm, and on shore very extensive damage resulted from floods caused by heavy rain. The river Minatogawa burst its banks, for the first time for thirty-two years, and a large portion of the town was flooded. The breach occurred in a bend of the river about a quarter of a mile north of Rukuhara, and the bank for a length of fifty or sixty feet was washed clean away, the river being diverted from its normal course into the road alongside its east bank.

In its onward course, the torrent carried everything before it, and spread eastward into the many little streets and alleys, inundating all the dwellings in an area of more than a square mile. It is estimated that about 200 houses collapsed, and nearly double the number are very much damaged. The number of lives lost is variously stated at from eighty to two hundred. Some of the bodies were carried out to sea, and others, including one of a foreigner, have been found under the ruins of the destroyed houses, and in the bed of the torrent. In the district which suffered most many of the houses are of the



Yoshiwara class and a number of their inmates were amongst the victims. A foreigner who was visiting one of these houses told a reporter that he had a very narrow escape from drowning, but finally escaped from the house without his clothes, and that when he was descending the stairs he saw two young girls lying dead on the first floor.

In the Concession the roads looked in many places like the beds of mountain torrents. Railway communication between Kobe and Osaka remained interrupted two days after the storm and had not been restored at the date of the latest papers to hand. Much damage was also done in outlying districts. The Takaraduka Hotel suffered a good deal, and at Rokko-san the sojourners were considerably alarmed. The dwellings on Rokko-san escaped with a few minor damages. At Takaraduka Mr. Wilkinson's Hotel fared badly, but no one was injured. Several large vessels in Kobe harbour dragged their anchors and had afterwards to be towed a considerable distance to get back into position. The P. & O. steamer *Verona*, the *Germania*, the *Glenfruin*, and other steamers between Yokohama and Kobe had a very rough time of it. The *Germania* had her boats stove in and was generally knocked about. The *Glenfruin* had a terrible time, and came in with her decks considerably damaged—hen-coops gone, deck-houses battered, and so on, but fortunately she sustained no really serious injury.

### ANOTHER GREAT EARTHQUAKE IN JAPAN.

#### A TOWN ENTIRELY DESTROYED.

Yokohama, 2nd September, 12.25 p.m.  
Japan was visited with another great earthquake on the evening of the 31st August in the North-east Provinces. The town of Rokugo has been entirely destroyed and other towns severely damaged, and many lives have been lost. Extensive damage has been done in the southern parts of Japan. A typhoon was raging on the same day.

[The above telegram was kindly handed to the *Mercury* by Mr. Geo. D. Scott, Renter's Agent at Shanghai.]

### GREAT FLOODS IN SIBERIA.

#### THOUSANDS RENDERED HOMELESS AND DESTITUTE.

From late files of Siberian newspapers to hand, extracts from which have been most courteously translated for us, we learn that during last month the plains bordering on the Ussuri were the scene of terrible floods. The rivers Siphon, Mor, Santa Chasa, and Iman were all out, and the plain for hundreds of miles was turned into a lake, in some places 20 feet deep. The Siberian railway was flooded for 120 versts from Iman, the last station on the road, and in many places washed away and for some days telegraphic communication with Vladivostok was interrupted, both on the Government and private lines. The grain crops were being gathered and were stacked in sheaves in the fields, and the winter stock of hay was being housed in stock. All these were carried away, as were in most cases the stock of the farmers as well as their houses. At the date of the reports (the middle of August) news had been received of the deaths of over a score of people, and it was feared that in the more remote districts the loss of human life would be still greater. Rescue parties were sent in all directions taking the farmers and their families to places of safety in the few boats to be found in the district, and the Governor-General at Vladivostok had despatched a party of soldiers, with two light draught steam launches and four life boats, to assist in the work. This party found great difficulty in reaching the scene owing to the state of the country, but when it finally did reach Iman it at once struck out for the more remote districts, from which no news had been received for a couple of weeks.

As the settlers have lost their all, even their stock of foodstuffs for the winter, there will, almost assuredly, be great distress and famine in the region during the coming winter, and, further, the vast piles of firewood so absolutely necessary during the

long terrible winter have all been washed away by the raging waters, and to the pangs of hunger will be added the terrors of the proverbially severe Siberian winter, with no provision for keeping the houses warm. The government is doing all in its power to assist the poor people thus thrown helpless on its hands, but from the nature of the country and of the calamity there must be a terrible amount of distress throughout the whole region during the next twelve months. The Siberian papers therefore urgently call for subscriptions to aid the inhabitants in addition to the assistance given by the government, and the inhabitants of the seaport towns have responded freely to their call. From this and the paternal nature of the government we may be fairly sure that all that can be done to relieve the general distress will be done.

As an illustration of the very wet season that has been experienced since spring in this part of the vast Siberian territory, it is mentioned that at the main station, the extreme western end of the eastern portion of the Siberian railway, there have been only thirty-eight days on which it was possible to work. Repeatedly have the embankments been washed away, and in many cases bridges have been put in place only to be washed away by freshets before they were solid enough to resist the onslaught of the immense bodies of water that rushed under and over them.—*Shanghai Daily Press*.

### DESTRUCTIVE TIDAL WAVE AND FLOODS IN MANCHURIA.

According to a decree of the 28th August E-k'o-tang-a, Tartar General of Fengtien and Military Governor of Moukden, reports that on the 20th and 21st of July last the Yalu River districts of Antung and Tatungkou were visited by violent rains, followed by an immense tidal wave which overwhelmed and destroyed an immense number of houses of the inhabitants, sweeping away whole villages in the vicinity, and drowning and burying in the ruins many people. Upon receiving this disastrous news the memorialist immediately despatched officers with emergency funds for the distribution of relief to the survivors. "We are deeply grieved," the decree goes on to say, "at the receipt of this news and command E-k'o-tang-a and his colleagues to dispense charity on a liberal scale as a token of our deep sympathy for our poor suffering people, the seaside districts being especially barren and poor. Let not any of the sufferers be overlooked when relief is being distributed." Another decree of the same date further notes memorials by the same Tartar General reporting the inundations of East and West Mokouying, belonging to the district of Haicheng, caused by the overflowing of the banks of the Liao river, and another inundation in the district of Kaiping, Regent's Sword, all of which caused immense destruction of property and lives. Relief is also ordered to be dispensed immediately.—*N. C. Daily News*.

### H. G. BROWN AND CO., LIMITED.

An extraordinary general meeting of the shareholders in H. G. Brown & Co., Limited, was held on the 2nd September at noon, at the office of the General Managers, Messrs. Gibb, Livingston & Co. Mr. C. S. Sharp presided, and there were also present—Messrs. C. Palmer, G. C. Cox (Consulting Committee), D. Gillies, A. B. Johnson, and C. F. Harton.

The notice calling the meeting was read. The CHAIRMAN—As intimated in the notice I have just read, you are called here for the purpose of confirming the resolution passed at the meeting held on the 17th August. Before putting the resolution I shall be glad to hear any remarks if anyone desires to speak.

There were no remarks and the CHAIRMAN moved—"That the Company be wound up voluntarily under the provisions of the Companies Ordinances 1865-1891."

Mr. GILLIES—I beg to second the resolution which has just been proposed by the Chairman.

Carried.

The CHAIRMAN—This resolution having been confirmed, it is now necessary to appoint a liquidator or liquidators for the purpose of carrying

out the liquidation. Has anyone the name of a gentleman to suggest for the post? I may mention that Mr. Wheelley has offered his services. He is thoroughly acquainted with the position of matters and I think he is about the best man that could be appointed.

Mr. GILLIES—I propose that Mr. John Wheelley be appointed liquidator.

Mr. JOHNSON—I beg to second. I know Mr. Wheelley has every qualification to fill the position.

Carried.

The CHAIRMAN—That concludes the business of the meeting.

### THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

An extraordinary general meeting of the shareholders in the New Balmoral Gold Mining Company, Limited, was held at the office, 1, Duddell Street, on the 1st September, at noon. Mr. C. Ewens presided, and there were also present Messrs. W. H. Potts, Hurl Back T. F. Hough, G. L. Tomlin, J. H. Cox, and H. Humphrey.

The CHAIRMAN—Gentlemen, I am sorry to say that Mr. Stevens is too unwell to be present to-day. I have therefore been asked to take the chair. You all know the purpose for which this meeting is called. I do not know whether anybody wants to ask any questions. If not I will proceed to put the resolutions.

There were no questions and the CHAIRMAN moved—"That the firm of John D. Humphreys and Son be the General Managers of the Company in the place of George Richard Stevens."

Mr. HUMPHREYS seconded.

Carried.

The second resolution, which was proposed by the CHAIRMAN, seconded by Mr. Hough, and carried, referred principally to the substitution of the words "General Managers" for the word "Board" in the articles of association.

The CHAIRMAN—That is all the business, gentlemen. A confirmatory meeting will be held shortly. I may say that a telegram was received from Australia this morning stating that the mines are now being inspected by experts.

### GOLF.

#### CAPTAIN'S CUP.

Mr. Thomson's score of 83 wins him the Cup for September. It is a good score, considering the thickness of the grass on the course.

It has been decided to present every winner of the Captain's Cup with a small silver medal, so that if he does not happen to be the winner at the final playing off, he may still have a memento of his win. This is to be retrospective as regards the present Captain's Cup and will bring in Messrs. Tomes, May, Tooker, Hume, Vallings, and Thomson.

Scores:—

|                      |     |    |     |
|----------------------|-----|----|-----|
| Mr. G. M. T. Thomson | 91  | 8  | 83* |
| Mr. C. H. Grace      | 97  | 12 | 85  |
| Mr. H. W. Slade      | 104 | 18 | 86  |
| Mr. C. A. Tomes      | 106 | 15 | 91  |
| Mr. W. J. Saunders   | 111 | 18 | 93  |
| Mr. C. W. Spriggs    | 112 | 18 | 94  |

20 Entries.

\* Also wins Pool.

### V.R.C. AQUATIC SPORTS.

#### AMUSING SPEECH BY THE GOVERNOR.

There was a capital attendance at the aquatic sports held on the 4th September at the Victoria Recreation Club, and the seven events afforded much enjoyment to everyone. The band of the Hongkong Regiment was present and several selections of music were given. The meeting will be continued this afternoon at four o'clock.

The following is a list of the officials:—

President—His Excellency Sir William Robinson, K.C.M.G.  
Chairman—Hon. Com. W. C. H. Hastings, R.N.  
Committee—Messrs. M. A. A. Souza, A. Denison, R. F. Lammert, E. Bischoff, T. H. Reid, R. K. Leigh, W. Machell, G. A. Caldwell.  
Hon. Treasurer—Mr. W. H. Potts.  
Hon. Secretary—Mr. W. Armstrong.  
Umpires—Messrs. T. H. Reid and A. Denison.



Referee.—Mr. R. K. Leigh.  
 Starter.—Mr. G. A. Caldwell.  
 Official Timekeeper.—Mr. M. A. A. Souza.  
 Handicappers.—Messrs. R. F. Lammert, G. C. Hayward, and M. A. A. Souza.  
 DIVING FOR OBJECTS.—(Two Prizes).

J. M. E. de Carvalho (11) ... 1-  
 C. T. Kew (11) ... 2  
 Carvalho and Kew tied, picking up eleven cups each, and they had a deciding heat, which Carvalho won by 8 to 6. J. Grant Smith (4), J. Millar (2), A. E. Alves (2), W. Armstrong (6), W. A. Stopani (4), A. E. Alves (4), and S. G. Martlew (8) also competed.

PLUNGING.—Two Prizes.  
 J. M. E. de Carvalho, 50ft. 10in. ... 1  
 J. Millar, 48ft. 4in. ... 2  
 P. Suedhaus, A. A. Alves, W. Armstrong, C. T. Kew, A. E. Alves, R. F. Lammert, and F. W. White also competed.

CHAMPION RACE.—2 Lengths (Scratch). Two Prizes.

J. M. E. de Carvalho ... 1  
 A. A. Alves ... 2  
 W. A. Stopani and F. Lammert also entered. Time—63 secs.

RUNNING HEADER from Spring Board. Two Prizes.

R. F. Lammert ... 1  
 A. A. Alves ... 2  
 J. M. E. de Carvalho ... 3  
 P. Suedhaus, C. T. Kew, and F. W. White also competed.

SHORT RACE.—2 Lengths (Handicap)

F. Lammert (3 seconds) ... 1  
 W. A. Stopani (1 second) ... 2  
 A. A. Alves (scratch) ... 3  
 J. Grant Smith, J. Millar, and F. W. White also competed. Time—64 secs.

BOY'S RACE (under 15).—Two Lengths (Handicap).—Two Prizes.

Pereira (20 seconds) ... 1  
 Jorge (5 seconds) ... 2  
 Botelho (15 secs) ... 3

Thirteen competed. Time—88½ secs.

WATER POLO.—(Teams of Seven). Teams.—  
 Whites—(over 5 feet 9 inches). R. F. Lammert, F. Lammert, W. Armstrong, T. Meek, H. A. Lammert, and G. C. Klinck. Reds—(under 5 feet 9 inches)—W. A. Stopani, J. M. E. de Carvalho, A. A. Alves, A. E. Alves, S. G. Martlew, C. T. Kew, and R. Henderson.

The Reds showed better combination throughout the game and won by five goals to one.

The Victoria Recreation Club Aquatic Sports concluded on Saturday afternoon. There was a very large attendance of members and friends, amongst those present being His Excellency the Governor, Sir William Robinson (President), and Hon. Commander W. C. H. Hastings (Chairman). The sports were thoroughly enjoyable and after the last event had been decided His Excellency the Governor distributed the prizes in the gymnasium.

HIS EXCELLENCY said—Gentlemen of the Committee and members of the Victoria Recreation Club, I have been asked as President of this Club to give away the prizes this evening, and I do so with a great deal of pleasure. I think this has been one of the most successful meetings which the Club has ever held; certainly it has been the most successful that I have seen—(applause)—and it will probably be the last I shall see in connection with the Club; therefore I am glad on that account it has been so good. We have had some excellent swimming and wonderful weather—weather which reminds one of the illustration—a very good one—in *Punch* the other day. A barber is shaving a gentleman and the barber says—"Very tryin' weather this, sir. Makes you feel as if you'd like your body in a pond an' your head in a public-house!" (Loud laughter.) That is the sort of weather most of you young men have had during the past two days, for it has been hot indeed. We—Commander Hastings, Mr. Leigh, and myself—were beautifully described by a paper as being "past Leanders." Well, we are past Leanders, and I do not mind saying it. We are past Leanders, and we look upon these sports with just as much enthusiasm as we did thirty years ago when we took part in similar meetings ourselves. How very applicable is the phrase of an old classical writer—*Calum non aeternum mutant qui trans mare currunt*. It means that those who cross the

sea change their clime but not their character. Whether you are in the West Indies or in Hongkong, as I have been for the past five years, there are no personal changes, and we are just as happy in Hongkong as we are in the West Indies. I was not here yesterday, I am sorry to say, because I was playing in a duffers' game of croquet at the Peak, but I heard a wonderful account of the races yesterday. All I can say is that what I have seen to-day was very good indeed. The long race was won by Stopani, and as our American friends would say, he can "stop any,"—(laughter)—and he had his best leg forward, I can assure you. (Applause.) The water polo was most amusing. The prizes are seven spoons—no reflection—a spoon for each man on the winning side. I think it will be admitted on all sides that the champion of this meeting and of Hongkong is our friend Mr. Carvalho. (Applause.) Mr. J. M. E. de Carvalho has won forty-two points, and a man who can swim under the water as well as on the surface like he can is a very doughty champion and a man who might challenge any swimmer in the East. (Applause.) Mr. Carvalho has won the prize for diving for objects. I should like to ask him why a duck puts his head under water. Just for the very same reason he is coming to this table—for divers reasons. (Loud laughter.) I should like to add that this will probably be the last meeting that I shall attend here, but I do hope that if I am at another one we shall have a better place to hold our sports. (Loud applause.) I can only express a hope, but I cannot make any promise. For the last two years I have been fighting with the War Office and the Admiralty as hard as I can, and when it is decided how the Praya Reclamation is to be extended I will put in a very strong claim for the Victoria Recreation Club, because I think we have just as much right to a proper place for our sports as the racing people or the golf people or anybody else. (Loud applause.) Before I sit down let me congratulate Mr. Alves, Mr. Fritz Lammert, who is a beautiful diver, although he did not win the first prize, Mr. Armstrong who played a capital game of polo, and Mr. Stopani. I shall have to give Mr. Stopani the Royal Humane Society's medal one of these days. (Applause.) Mr. Denison will now read the list of prizes. I may say that Mr. Carvalho won four prizes, but he can only take two.

His Excellency then distributed the prizes and on calling up Mr. Carvalho to receive the special championship prize presented by Hon. Commander Hastings, said—Not only have the public subscribed liberally, but Commander Hastings has presented a prize for the champion of the meeting. It is not every club that could without much exertion get \$350 together in the course of a few days. (Applause.) Gentlemen, the battle of Hastings—(laughter)—has been won by Mr. Carvalho. (Applause.)

Hon. Commander HASTINGS thanked his Excellency for distributing the prizes and expressed regret that this would probably be the last time his Excellency would be present.

Three cheers and the "tiger" were then given for his Excellency the Governor, Hon. Commander Hastings, and Mr. Armstrong (Hon. Secretary), and the proceedings concluded.

SHORT RACE. Two lengths (Handicap.)

W. A. Stopani (2 seconds) ... 1  
 A. A. Alves (1 second) ... 2  
 Grant Smith, C. T. Kew, A. E. Alves, J. M. E. de Carvalho, and F. W. White also entered. Time—64 secs.

SMALL BOYS' RACE. (Under 15 years of age.) Two lengths Handicap. (Sons or brothers of members only admitted.)

Kennett (5 seconds) ... 1  
 M. Alves (15 seconds) ... 2  
 Botelho (10 seconds) ... 3  
 Eleven competed. Time—74 secs.

SWIM UNDER WATER.—

J. M. E. de Carvalho, 147 feet ... 1  
 Gonsalves, 107 feet ... 2  
 J. Millar, A. A. Alves, W. Armstrong, A. E. Alves, S. G. Martlew, and F. W. White also entered.

LONG RACE.—(Handicap.) Distance 8 lengths.

W. A. Stopani ... 1  
 A. A. Alves ... 2  
 J. Grant Smith, J. Millar, J. Jorge, A. E. Alves, and J. M. E. de Carvalho also competed.

A capital race for first honours resulted in a win for Stopani. Carvalho and Millar gave up during the race. Time—5mins. 35secs.

HEADER from the Stage.

A. A. Alves ... 1  
 R. F. Lammert ... 2  
 W. Armstrong, P. Suedhaus, and F. W. White also competed.

CONSOLATION RACE.—Two Lengths.

J. G. Smith ... 1  
 Gonsalves and F. W. White also competed. Time—69½ secs.

WATER POLO.—(Teams of Seven).

Whites—R. F. Lammert, W. Armstrong, J. M. E. de Carvalho, H. A. Lammert, C. T. Kew, J. Hance, and G. C. Klinck. Reds—W. A. Stopani, A. A. Alves, T. Meek, A. E. Alves, R. Henderson, J. Jorge, and C. E. A. Hance.

The Whites completely outplayed their opponents and won by eight goals to nil. The game on Friday, which was won by Stopani's team, was for the prize, the game on Saturday being a "friendly" contest.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

### CONSUL BEDLOE AND THE WICKEDNESS OF BRITISH MERCHANTS.

TO THE EDITOR OF THE "DAILY PRESS."  
 Sir,—The following choice paragraph is culled from an American Trade Journal called *The American Exporter*, and the tone is not an indication of good feeling between Columbia and the mother country. Perhaps the fact of Mr. Bedloe being a Home Ruler has something to do with it, but those who knew him in the Far East could not say that American interests were looked after as well as the gentleman in his remarks would endeavour to show. However, for "sheer cheek" the article, which is headed "To capture Oriental trade," is a good specimen:—

"The project to establish an American-Chinese Chamber of Commerce at Shanghai, the principal mart of China, the success of which is now practically assured, says the *Chicago Herald*, is the result of recent investigations of the vast possibilities of the country as a rich market for American goods, and is in consonance with a recommendation in the consular reports of ex-Consul Edward Bedloe, formerly United States Consul to Amoy and Formosa, China.

"The establishment of this chamber of commerce for the exhibition of American wares under the auspices of American enterprise is significant of the aggressive fight which American manufacturers are about to inaugurate for the control of the Oriental trade. It is true that China is a thousand years behind the times and that her civilization has not been sufficiently advanced to create a demand for the products of American mills. But there are signs of a great awakening in the celestial empire. China and the Orient comprise a vast field of commercial enterprise which is now being opened, where we can have an uninterrupted commerce with one half of the human race.

"The reason our business relations with this vast empire have been in such a deplorable condition for many years is because the Mongolians have had little opportunity to become acquainted with American wares. Great Britain has largely controlled the trade of the Orient. It is a significant fact, however, that whenever the Mongolians have had an opportunity to test and use the products of American factories they have been quick to evince a marked preference for them over British and other inferior wares. (Gas!)

"The British shrewdly take advantage of this by imitating our wares, fabrics, firearms, cartridges, etc., and even go to the extent of counterfeiting the labels used by certain well-known American factories, as shown in Consul Bedloe's reports. American kerosene oil is known to be so popular with the Chinese that English firms have long made a business of collecting the American cans and filling them with the inferior Russian oil. Some years ago a Connecticut manufacturer of firearms sent a special agent to China to investigate the reported im-



itations of their product, which he found were being made in Great Britain and covered with American labels."

LONDINIENSIS.

Amoy, 31st August, 1896.

### TYPHOON SIGNALS.

TO THE EDITOR OF THE "DAILY PRESS."

Sir.—In your paper of 28th August I have read a letter from a person signing himself "Meteorologist," wherein he states he does not think that I can in any way improve the present system of signalling as regards notifying the approach of typhoons. This statement of "Meteorologist's" I dissent from entirely, and I will endeavour to explain why. But in the first place I think, considering the importance of the subject, that it would serve the public interest much better for people when writing on such a subject to sign their own names, and not hide themselves under a *nom-de-plume*.

As I have already pointed out in my letter to the *China Mail* of 18th August, I do not agree with the suggestions of "Ariel," and gave him at the time my reasons for differing from him; but I do maintain, firstly, that Dr. Dobereck's notice of signals is very misleading, and, secondly, that the present method of signalling can be very materially improved upon with hardly any extra expense. Dr. Dobereck's card of signals says distinctly that when a cone is hoisted with the point upwards it signifies a typhoon north of the colony, and when a cone is hoisted with the point downwards it signifies a typhoon south of the colony. I hardly think Dr. Dobereck intended this to be understood literally, and that what he really does mean is, as I have put it, that it is either in the north-east or south-east quadrant, and that a mistake has been made by his being a foreigner and having an imperfect knowledge of English; but this I do know, that though personally I have always read these cone signals to represent the north-east and south-east quadrants, there are very many people who do not do so, and read the card literally as it is printed.

"Meteorologist" has evidently failed to grasp the point of my argument, and here I may say that writing in a cosmopolitan place like Hongkong and reading over my letter again, I think I might perhaps with advantage have made my meaning a little clearer. The point is this, that when using symbols for signalling purposes, difference in colour should be eliminated, and that they should be looked upon as symbol signals entirely, as at a very short distance it is very difficult, and at times quite impossible, to distinguish, under various states of atmosphere and light, between the blacks and reds. My suggestion of doubling the signals entirely gets over this difficulty; all the cones and drums can be kept black, so that we shall not be called upon to provide for extra symbols or means of hoisting them, and surely it must be patent to anybody, nautical or otherwise, that it must be far easier and simpler to distinguish a double cone or drum signal than from a single one that may be either red or black.

"Meteorologist" goes on to say that whether one gun is fired or two guns, as I have suggested, in rapid succession, makes no difference. This I dissent from, for this reason, that people cannot be expected to always know where the gun is fired from, and as guns are so frequently fired in the harbour of Hongkong for signalling mails, sunrise, noon, nine o'clock gun, &c., the two guns fired in rapid succession emphasises the signal in such a way that it could not be mistaken for anything else.

With respect to the two concluding paragraphs of "Meteorologist's" letter, I may first of all observe that meteorology was not the subject under discussion at all, but signalling, and whether or not the present system could be improved upon. His remark that all the severe typhoons in Hongkong pass south of the colony, and that the more violent winds are from the north-east round by east to south-east should be well understood by experienced nautical people, as it means that we are in the advancing quadrant of the righthand semicircle, which we all know is the most dangerous situation.

"Meteorologist" then goes on to say that what we want is a number of reliable stations in the neighbourhood for the purpose of warning the colony alone, and suggests occupying the Pratas Island and shoal, having a direct telegraph there, and also for the South Cape of Formosa. I do not intend to discuss this subject with him; he evidently has failed to grasp what the expense of all this means, and I think it is quite unreasonable to expect that any Government for many years to come will entertain these projects. With the assistance that the Hongkong Observatory could obtain from Manila and the Philippines, the colony should be able to be warned in ample time of typhoons approaching us.—I am, sir, your obedient servant,

A. TILLET.

Hongkong, 4th September.

### TELEGRAPH CONSTRUCTION IN HUNAN.

The following is a translation of a proclamation by H.E. Ch'en Pao-chen, Governor of Hunan, dwelling upon the advantages to be derived from the construction of telegraph lines in the province, and exhorting the people not to be wrongfully influenced and destroy the telegraph lines and poles now being erected connecting Changsha, the capital, with Wuchang, the capital of the sister province of Hupeh. According to a private letter from Changsha, dated the 8th August, it is reported that apparently acknowledging the value of telegraphs and that they will not be made to interfere with the people's graves and private property of the gentry and *literati*, the construction of the line had been going on apace, without the slightest hindrance on the part of the inhabitants where the new line is to pass; whereas, when in 1891 an attempt was made by the Imperial Chinese Telegraph Administration at the request of the Governor, Wu Ta-cheng, to erect telegraph poles within the borders of the frontier town of Lichou, the inhabitants of the place rose *en masse* and so badly injured the working party and military escort that they had to flee for their lives, abandoning many thousand taels' worth of telegraph material to the tender mercies of the infuriated mob. Several lives were lost in this affair and a certain local provincial graduate, or *chujén*, who was accused of having given countenance to the innovation, was also sacrificed to the fury of the bloodthirsty mob, led by the bigoted gentry and *literati* of Lichou. We now give the translation of the Governor's proclamation:—

A Proclamation for the information of all concerned, issued by Ch'en, officer of the Premier button, *ex officio* Vice-President of the Board of War and of the Court of Censors, Governor of Hunan, Commander-in-chief of the territorial forces under the command of the Brigadier-Generals, etc., and Chief Comptroller of the Tribute Grain and Army Pay Departments of Hunan. The telegraph has been in operation, under the auspices of the Throne, throughout all the provinces of this empire for many years. Every one who has used it acknowledges the benefits accruing from this triumph of science. In former times it took days, and even months together, to transmit a letter and message from one place to another; but with the introduction of the telegraph such things can now be sent to their destination within a few quarters of an hour, or a few hours at most. Of late years all the provinces of the empire and such prefectural or district cities as possessed commercial importance, etc., are connected with each other by the telegraph, which is a clear proof that did it not confer the greatest benefits and facilities on the people, the use of it bringing advantage instead of harm to the users, the telegraph would not have spread over the whole country in this manner. All possess the telegraph line with the sole exception of Hunan. In the 17th year of the reign of H.I.M. Kung Hsu (1891) an attempt was made to inaugurate the telegraph within the province of Hunan also. The route chosen was through the sub-prefecture of Lichou on account of the secluded nature of the place. Telegraph poles were erected and connected by wire as the work proceeded, with the object of connecting with the provincial

capital of Changsha. There was another way of doing so and this was by making a submarine cable, but the land line was cheaper and for reasons of economy the latter mode was selected by the government. But the ignorant inhabitants of the sub-prefecture, in their apprehension that the construction of the land line over their territory would be productive of harm to their cultivated fields, ancestral graves, and their own domiciles, arose *en masse* against the innovation and obstructed the further progress of the line. Hence the venture was perforce made to halt midway. We have been compelled to acknowledge that while communication is rapid in the other provinces, Hunan alone has to endure slow transmission of letters and messages. Hence when matters of vital importance, such as warlike operations or famine relief, happen, or that the provincial government or gentry of Hunan have matters of vast importance at stake, even although use is made of the telegraph lines in the sister province of Hupeh, the time lost in travelling through Hunan is already very great, to the detriment of the interests involved. For instance, when the province was visited by famine last winter and the sufferers were in utmost distress and in urgent need of food and assistance, owing to the lack of funds in the provincial exchequer, it was necessary to send special messengers overland to Hankow, and from thence despatch messages to the various provinces appealing for aid to relieve the distress. Within ten days of the despatch of the above messages money came flowing in by telegraph from all parts of the country as far as Hankow, but here the money orders had to stop. From Hankow to Changsha and back occupied another half a month, so that when the charity reliefs arrived at last at Changsha more than a whole month had been uselessly lost, and the sufferings of the famine-stricken people augmented by this great delay can better be imagined than described! If, therefore, Hunan has suffered in a single instance like the above, one can picture from this the result in similar cases of national emergency. I, the Governor, being much influenced by the harm accruing therefrom to this province, seek to remedy it at once, and after due deliberation and consultation with my colleagues and the gentry and notables of the province, intend to construct a telegraph line with the outside world *via* the districts of Hsiangyin and Linghsiang and the prefecture of Yochou, the line to pass through the Imperial highway travelled by the Imperial government couriers, and connect with Hupeh province. The new line is to be confided to the care of the most influential member of the gentry of each district and city through which the line must pass, and it shall be his special duty to preserve and protect the telegraph in his district. The building of the line will be divided into districts, and the government will purchase the poles and employ the labour from each district where the line will have to pass, through the agency of the gentry selected by government. There will only be one or two native experts appointed to each district to superintend the laying of the line and attend to technicalities. The line will be laid over the Imperial highway and Imperial courier route and these do not interfere in any way with the cultivated fields and ancestral graves of the inhabitants. Even though a case should happen where a house should stand in the way of a straight line this can easily be remedied by the line being made to circumvent the obstacle and thus avoid the house or domicile. It will thus be seen that the construction of the new telegraph line will in no way interfere with, or cause harm to, the people. After the line shall have been constructed the care of the line will be, as before, confided to the gentry of each special district through which it passes, who will engage native watchmen to look after the telegraph poles. There will thus be no need of apprehension of the line causing future harm, as it is confided wholly to the natives of each district.

The above having been decided upon by my colleagues, the Provincial Treasurer and Judge, it was jointly reported to me, and as I am of the opinion that the plan to be adopted in constructing the telegraph line is most acceptable, I have given my approval to the scheme and hence issue this proclamation for the information of all my people belonging



to Ch'angsha, Hsiangyin, Linghsiang, and Yochou, and those inhabiting the borders of the Imperial courier route, for you must be aware that the telegraph line is now universally used in every province of this Empire, and the unanimous opinion is that it gives advantage to the users thereof, but possesses no harmful propensities. Indeed, there is no necessity to ask this question, for the proof is clear enough. Moreover, the line in Hunan will pass over only Imperial highways and courier routes, the care of which will be deputed to the chief representatives of the gentry of each district and hence will interfere in no way with the fields, ancestral graves, and houses of the common people nor will it harm them in any way. Furthermore, the poles, material, and labour are to be supplied by the natives of each district through the agency of each chief representative of the gentry of the said districts, and lastly, after the work is done, the care of the line will still be in the hands of the gentry and local watchmen engaged on the spot. As it will not be productive of harm to the people, but on the contrary benefit them, the advantage of the line will be greater to Hunan than it has been to other provinces. It will be of great use to government business and will benefit business men in their pursuit after again. As I, the Governor, love and try to protect my people, no day passes by but I am thinking of some way to benefit them. The scheme has been carefully deliberated over by the authorities and the gentry, and every possible event provided for, hence I am certain it will be productive of no hurt to my people. I, therefore, exhort the inhabitants of Hunan, far and near, to pay no attention to any malicious rumours that may be circulated against the telegraph. If, however, there be restless and rowdyish persons found circulating harmful rumours for their own interested motives with the object of obstructing the work, they will be making themselves amenable to the law, and I shall instruct the magistrates of each district to search for and arrest the law-breakers, who will be most severely punished without mercy.—*N. C. Daily News.*

#### MESSRS. BENNERTZ AND CO.'S STEAMERS.

Messrs. Bennertz & Co. have supplied the *Shanghai Mercury* with the following information:—

Messrs Bennertz & Co. chartered the four steamers, *Ningchow*, *Woning*, *Sunfokien*, and *Kiangning* and found that on taking them over they wanted a lot of repairing and shipping gear. The repairs and shipping gear supplied by them amounted to fully Tls. 25,000, and having paid charter money, in advance, Messrs. Bennertz & Co. asked the representative of the Nanking Government here to pay the various items, which he delayed to do from week to week. Messrs. H. Bennertz & Co. repeatedly wired to Viceroy Liu at Nanking of the bad condition of the steamers *Woning* and *Ningchow*, for they required extensive repairs, to which he paid no attention, and the representative here could not do anything.

The *Woning* in consequence broke down on her trip to Hankow some time in July, and they then wired to the Viceroy that unless repairs were attended to at once nothing could be done. The result was that the steamer is still lying in the harbour with her machinery broken. The claim for towage, reshipping, etc., amounted to a thousand taels. When Messrs. Bennertz & Co. found that they were unable to get satisfaction they decided to act for the interest of the firm and creditors, and sent the *Ningchow* to Hongkong, where she is now attached. In consequence of this action, to which, according to their charter agreement, Messrs. Bennertz & Co. are fully entitled, the Chinese authorities, thinking that they detected in their action some breach of contract, sent telegraphic instructions to the various Custom's Commissioners, before advising the Consul, to seize the steamers wherever they were; therefore the Commissioner of Customs at Shanghai stopped the clearance of the *Kiangning* on the 21st ultimo, and the Commissioner at Chinkiang stopped the steamer *Sunfokien* on the 29th ultimo, whilst the latter was proceeding down river with a full cargo of

merchandise and passengers. The Commissioner of Chinkiang declined to receive Captain Paton of the steamer *Sunfokien*, and on the captain writing to demand from the Commissioner the reason of his detention he was completely ignored. Mr. Bennertz at once went to Chinkiang, and saw the British Consul, who gave Mr. Bennertz to understand that, considering the matter was political, it would be the best and wisest course to let the British Consul in Shanghai deal with it, as it might have to be referred to the British Minister at Peking.

As matters stand, the claim is daily increasing, not only by reason of loss of business, but on account of the pay of the crew of four steamers, which amounts to over \$1,000 per day.

#### FOOCHOW.

A correspondent writes, under date the 19th August:—

On Saturday last a telegram was received here stating that the city of Kienningfu had been placarded, fixing the date Monday, the 24th inst., to burn down missionary properties and massacre all foreigners found there. At present Dr. Rigg is the only foreigner there.

On receipt of this telegram Archdeacon Wolfe at once took steps to secure a telegram being sent by the Chinese officials to the *Futai* and other Chinese officials there to protect the Christians and properties, adding at the same time that they will be held responsible if any injury was done.

We are informed that troops have been sent from here and we hope that by this prompt action all uprisings will be frustrated.

There is another trouble in Longgong, where the preacher of the English mission has been arrested and beaten by the official runners there. The Revs. Mr. Banister, L. H. Star, J. Martin, and Light left for the scene of the trouble in Messrs. Paul Pettick & Co.'s houseboat on Wednesday last.—*N. C. Daily News.*

28th August.

Since writing you per last mail, a messenger, sent by Dr. J. Rigg to Kien-ning-fu, arrived here—that was on Sunday last—with letters to Archdeacon Wolfe, and as the latter venerable gentleman is up at Kuliang (the summer sanitarium) the messenger at once started for that place.

I had an interview with this messenger, who informed me that there was a case of assault on one of the Christians, in which Dr. Rigg pressed the mandarins to exercise justice, but, as this was not forthcoming, the only recourse for Dr. Rigg was to apply to his Consul for help. This he did and we hope that the foreign Consuls will be able to enforce justice to Christians at least.

It is now undoubtedly made plain that the Kucheng tragedy has been treated by the various foreign Governments with too much leniency, and instead of the native officials concerned being degraded, promotion has followed their share in that terrible business. Stimulated by this, the Chinese officials here have shown a marked stubbornness in all matters connected with the foreign Consuls.

The delay or putting off urgent cases of trials and arrests is most conspicuous of late, and if the foreign Governments will not put a stop to this sort of thing, foreigners will soon lose their prestige and the mercantile community will have to abandon its commercial pursuits.

I enclose a copy of the placard posted at Kien-ning-fu, as I wrote you last, and shall be glad if you will have it translated and quoted in your valuable columns, so that the readers of your widely circulated paper will get an insight into the feelings of the locality since that memorable day, 1st August, 1895, when the Whasang massacre was perpetrated.

The people, stimulated by the overt encouragement and acts of the Chinese officials all over this province, are showing increasing hostile feelings towards foreigners, especially in the districts of Kucheng, Lo Ngong, Hook Chiang, and Kien-ning-fu—where foreigners are now constantly hooted when passing through the streets.

Monday last, was the date fixed for the uprising in Kien-ning-fu, but so far no news has arrived to confirm this threat, which is due

no doubt to the prompt and decisive action of Dr. Rigg in getting his Consul to rouse up the officials to the gravity of the situation, which, if not nipped in the bud, will lead to other important complications with the foreign Governments. Thanks should be accorded to Dr. Rigg for his promptitude and foresight in seeking to quench the spark before it developed into full flame.

#### THE PLACARD.

The following is the placard referred to:—  
“All ‘foreign devils’ (*yang-que-tse*) in this place are cruel. Their breasts are filled with evil towards us. We are, therefore, compelled to meet together on the 16th inst., and every house must send out a man with instruments ready to pull down foreigners’ houses.”

Signed by All the People of this place” [no place is really mentioned]

—*China Gazette.*

#### PEKING.

21st August.

The Chinese-American scheme which H.E. Chang Yin-huan and Dr. Yung Wing were supporting has fallen to the ground; it is reported, by reason of the want of funds. The necessary capital was to have been raised in the United States; the parties were confident of success, but it is reported that no success has attended their efforts. There are such advantageous openings we presume for the use of money within the Union itself that there appears to be no great anxiety to invest in foreign stocks, railways, banks, and such like. China has yet to wait, it would seem, for her National Bank.

It was reported some time ago that Mr. Hsu, of Canton, was dead. It appears that this information was not well founded. We are now given to believe that he is still alive and that he has proceeded to the West—England, it is said,—to raise the necessary capital for the construction of this long talked-of railway. Shortly after the appearance of the edict regarding the said railway in which Mr. Hsu's name appears first on the list of the four petitioners, their number has since become greatly augmented. He wired to the Military Board that he had already raised three-quarters of the amount required, viz., ten millions, and that by the fifth moon he would have collected the remainder and come to Peking. He was told to proceed to Hankow to see the Viceroy there, so as to prevent delay. A certain person with whom he had entered into a preliminary agreement at Shanghai having failed to raise the necessary funds either in California among Hsu's compatriots, and being equally unsuccessful further East, there was apparently nothing for it but for Hsu to become defunct. We are glad to learn, however, that he is still to the fore and still lives and breathes the vital air. We learned lately that Sheng Taotai had been appointed Director of the Railway by the Hukuang Viceroy. This seemed to follow as a matter of course from his purchase of the Hanyang Iron Works—otherwise if the railway did not utilise his output, he would have a white elephant on his hands and the Viceroy would have no hope of receiving the second million taels which was conditional upon the works proving a success. The appointment was, however, authoritatively denied, but since then we have learned on unimpeachable authority that it is really so. He is a good man for the post, so far as his abilities go. As far as offices are concerned he is a great pluralist. The Hankow railway is not yet settled, as far as its construction is concerned.

Speaking of railways, it is worth mentioning that the Peking station of the line to Tientsin is not to be at the so-called Marco Polo's Bridge (Luknoeh'iao) nor, as later determined upon, at Kantai, still a few miles distant from the capital, but is actually to come up close to one of the south-western gates of the southern city. For this change we must all feel devoutly thankful. The late rains have carried away some of the newly formed earthworks of the line, but a representation will be made to the Throne by Judge Hu, so that the deficiency caused by repairs, say Tls. 20,000, will be refunded. The works had passed out of the hands of the contractors. We are always having rumours of the



stopping of this railway or of the death of some foreigners concerned in its construction. Fortunately the late eclipse of the sun passed over quietly without any indication of heaven's displeasure at the iron road.—N. C. Daily News correspondent.

### MACAO.

[FROM OUR CORRESPONDENT].

4th September.

About half a century or more ago a fund was established here under the name of "Cofre dos Pobres" (Poor Fund). It prospered greatly, inasmuch that the Committee were enabled to buy the whole of the property that formerly belonged to the East India Company. These houses have always yielded a good rent and still do so even at the present time. As its name implies, the fund was created to afford relief to the poor. People in necessitous circumstances and whose cases seemed to deserve assistance received a certificate from their Vicar, which they presented at the Ecclesiastical Office, and when there was a vacancy on the roll they became entitled to one dollar a month. I believe the number of people who thus received relief was about sixty. Now, about two years ago the property from which the income was drawn required repairs, and the Bishop, who is the President, gave orders that the monthly payment to the pensioners should be suspended until the repairs had been paid for. No doubt this was quite right, as in these days money is not easy to get and the repairs could not be otherwise paid for. The outstanding accounts, however, have now all been wiped off, but the pensioners on the fund have not had their income restored to them and are left dependent on public charity. The Bishop, it seems, has given orders that the money, instead of being distributed as formerly, shall all be given to the Italian Convent. This is a great injustice. No doubt the Convent is a deserving institution, but whenever an appeal is made on its behalf the public do all in their power to give the required support, and it does not seem right that the Cofre dos Pobres should be diverted from its original object. The Bishop should understand that the Convent to which he is giving everything is a foreign establishment, that it is by permission of the Portuguese and Italian Governments that it has been established here, and that at any time the nuns might be required to leave by order of either Government. The Convent therefore is not a national one. The Bishop may give to it what he likes from his own funds, but he has no right to divert funds intended for another object. It is extremely hard on the poor people hitherto dependent on the fund that they should be deprived of their monthly dollar, and the Bishop should know that he is not at liberty to do what he likes with money that was entrusted to the hands of his predecessors for the benefit of succeeding generations.

O *Extremo Oriente* of your port, in its issue of the 22nd ultimo, had some remarks about the defective administration of the Ecclesiastical Chamber. What your contemporary said is very true and could hardly have been better expressed. It is quite right that the Bishop should have his attention drawn to the dissatisfaction caused by the manner in which his duties are discharged. Eleven years have elapsed since he was appointed Bishop of Macao, and what has he done? Most of his time he has spent at Timor or in trips to India and Europe, from which we draw the conclusion that he wishes to take his ease and let others work for him. He is almost always absent from the most important part of his diocese. At present he is in Timor, and has been so for nearly a year, and it is said now that on his return he must make another trip to Europe. That is how the Bishop of Macao spends his time.

One of the worst of vices is gambling and unfortunately for this our small colony is famous. In the Lisbon *Government Gazette* of the 10th July an order was notified prohibiting gambling on the part of Government servants. This is an excellent measure, but there is a division of opinion as to whether it applies to Macao or not, some saying that it is meant only for Africa. The Government

appears to have adopted the former view and the order has not as yet been published in our *Boletim*. If it be correct that the order as it stands does not apply to Macao it is to be hoped the Lisbon Government will extend it so as to make it do so, and many wives and children will bless it. Families would then be enabled to live in greater comfort, the shopkeepers would be able to collect their accounts more regularly at the end of the month, and there would be a good deal less misery. There would also be less delay in the discharge of public business. I could mention one office where heaps of petitions and other documents are lying on the tables and while people are anxiously waiting for the disposal of their affairs nothing is done for months and years, the official responsible sacrificing himself almost entirely to gambling. Mr. Miguel P. Gutierrez died here yesterday morning. He was for many years in the Hongkong Government Service and on retiring on his pension he came to live here. He leaves a widow and three daughters.

### CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

A disastrous fire broke out in Tong-u-lan, Canton, at about 7.30 p.m. on the 3rd instant. When the alarm was given the fire brigades from all parts of the city went to render assistance. The fire brigade belonging to Chang Lan Street, upon seeing that the fire was advancing so alarmingly, tried to convey water by hose along the roofs, but the keepers of brothels, which are very numerous in that district, thought the men were coming to steal the inmates and at once fired at them, one man being fatally shot and two seriously wounded. The fire was not subdued until one o'clock next morning. About seventy houses were burnt to the ground.

On the 18th ultimo, in Sai-chiu district, the sky was very dark and the wind blew exceedingly hard. The people were greatly alarmed, thinking that the "half-cut-tail dragon" was approaching. They fired at the sky to scare him away. At last a brickmaker's shop was blown down by a sudden and strong gale, but very little damage was done to the other houses.

A coal mine and a chalk cliff have just been discovered in Yeung-shan district. The natives there are going to send an application to the Canton Government to be allowed to open the mine.

The rebellion which broke out some time ago in the prefecture of Chiu-chow has been suppressed by the Imperial troops sent from Canton. Most of the rebels fled before the arrival of the soldiers. About ten rebels were captured and they were sent to the Prefect of Chiu-chow for trial. The Prefect at once gave orders for their decapitation.

Li Ka-cheuk, Captain Superintendent of the Canton police force, has given notice to the boat people that the boats which anchor in the creek in front of Shameen must be registered before the 7th instant and that no charge will be made for registration. The owner of any unregistered boat which is discovered anchoring in the creek will be severely punished.

Owing to the hot weather the Tartar General has suspended the daily drill of his soldiers.

### HONGKONG.

The rebellion in Manila has caused not a little excitement in the colony. The seriousness of the outbreak is much greater than was at first thought, but owing to the Spanish authorities exercising censorship over telegrams and the infrequency of the steamer service we have been unable to obtain any details. The *Redpole* is remaining at Manila. The shareholders in H. G. Brown and Company, Limited, have confirmed the resolution for the winding up of the Company. Another successful action against the Sanitary Board was heard during the week at the Supreme Court. On Friday and Saturday, the Victoria Recreation Club aquatic sports were held and they were very successful. At the distribution of prizes his Excellency the Governor made a very amusing speech.

There were 2,174 visitors to the City Hall Museum last week, of whom 220 were Europeans.

There has not been a single case of plague in the colony since last Saturday week.

It is notified that the Births and Deaths Registration Ordinance is to come into force on the 14th September.

The stamp revenue last month was \$19,331, being a decrease of \$240 on the amount collected in the corresponding month of last year.

Two contractors were fined \$50 each at the Police Court on the 4th September for dumping rubbish on the reclamation works at West Point.

Staff Captain A. W. Miller, formerly Master Attendant in the Hongkong Naval Yard, has been placed on the retired list with the rank of Captain.

Miss McIntosh, the sister who contracted plague while in attendance on the patients in the plague hospital, left for home on the 2nd September by the *Empress of India* on leave.

At the Alice Memorial Hospital the number of in-patients treated during the month of August was 55 and the number of out-patient visits 1,517. At the Nethersole Hospital the numbers were 43 and 81 respectively.

On Monday afternoon Mr. J. L. Presser sold by auction nine small lots of Crown land at Taikoktsui. The lots fetched \$1,310 altogether, this being \$490 above the total upset price. The purchasers were Chinese.

The Tasmanian pearl diver who stole a £5 piece and four sovereigns from another Tasmanian pearl diver in a barber's shop in Pottinger Street was on Saturday sent to gaol for three months with hard labour.

The Hon. Secretary of the Hongkong Rifle Association advertises that the Interport Match will probably take place during the last ten days of October and members are requested to get into practice for the event as early as possible.

The steamer *Hanoi*, which left Haiphong on the 29th August for Hongkong, sustained a breakdown in her machinery shortly after leaving. She anchored to effect repairs and on the 31st put back to Haiphong, arriving the same night.

There was a double suicide at Wongneichung on Monday night. A man and his wife were found lying dead on the floor of their house and an opium pot was found at the side of them. Why they resolved to die together is not known. The neighbours say the couple were happy enough.

The Secretary of the Punjom Mining Co., Limited, informs us that he has received advices from Punjom to the effect that the greater portion of the village there has been destroyed by fire. The damage sustained by the Company is slight, the loss not exceeding two hundred dollars.

Our Anjer correspondent writes:—On the 17th August the American ship *Governor Goodwin* went on Princess Reef, Princess Islands, and remains firmly bedded on the rocks. The crew are saved and the captain has proceeded to Batavia to attend to salvage operations. The ship is a total loss.

A woman named Wong Tso was charged at the Magistracy on the 2nd September with kidnapping To Ho Si, who is the wife of an assistant magistrate at Canton. The prisoner was committed to prison for fifteen days, pending the decision of the Governor on an application for her deportation.

At the Magistracy on the 2nd September before Hon. Commander Hastings, seven Chinese lodging house keepers were summoned by Sanitary Inspector L. E. Brett for failing to register their premises. In six of the cases his Worship fined the defaulters \$25, whilst in the seventh a penalty of \$50 was imposed.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following cable from Punjom, giving the result of the August clean up:—"The mill ran 28 days, crushing 1,100 tons, yielding 384 ozs., fifty tons of concentrates calcined yielding 55 ozs. The cyanide clean up is not yet finished."

Three Chinamen were summoned at the Magistracy on the 2nd September by Mr. H. McCallum, Secretary to the Sanitary Board, for failing to comply with a notice to abate a nuisance by having the ground surfaces of their dwellings concreted. The Magistrate, Hon. Commander Hastings, imposed a fine of \$25 in each case.



The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

|                |     |     |      |
|----------------|-----|-----|------|
| Kin Tai Loong  | ... | ... | \$30 |
| Man Fuk Co.    | ... | ... | 25   |
| Wong Chuk Yau  | ... | ... | 25   |
| Wong Shu Tong  | ... | ... | 25   |
| Lam Kam Ting   | ... | ... | 10   |
| Ng Yuen Hing   | ... | ... | 10   |
| Wong Yu Chün   | ... | ... | 10   |
| Yeung Hin Pong | ... | ... | 10   |
| Hin Un         | ... | ... | 5    |
| Tong Lai Chün  | ... | ... | 5    |
| Tin Un         | ... | ... | 2    |

At an open meeting of the "Geneva Cross" Lodge, I.O.G.T., held on the evening of the 31st August in the Soldiers' and Sailors Institute, Queen's Road East, the Principal Medical Officer of the garrison, Surgeon-Colonel Evatt, gave an address on the general effect of total abstinence in the British army, showing why and how a soldier could and should be an abstainer from strong waters, "especially some of the awful stuff retailed in the Far East." Brother Lochhead, C.D.C.T., Hongkong, was in the chair. There were very many present who were not Templars. In the interval refreshments were handed round by the committee, after which addresses and songs were given.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1896, as certified by the Managers of the respective Banks, are published:—

| Banks.  | Average amount. | Specie in reserve. |
|---|-----------------|--------------------|
| Chartered Bank of India, Australia and China... | \$1,868,542     | \$1,000,000        |
| Hongkong and Shanghai Banking Corporation.      | 4,254,769       | 2,500,000          |
| National Bank of China, Limited                 | 385,444         | 205,000            |
| Total...  | \$6,508,755     | \$3,705,000        |

A young thief and intimidator was on the 4th September sent to gaol for forty-two days. The boys employed by the Golf Club wear badges to distinguish them from the ordinary ruck. Some time ago a few of them gave trouble and they were sent away. The prisoner was one of them and on the 30th ult. he stole a badge and also threatened the owner with violence if he again performed any service for the Club. The police were informed of this state of things and the accused was arrested at Wanchai on Thursday night. The exemplary sentence passed upon him will doubtless act as a severe warning to the other malcontents.

The man who stole a clock from a Police Court while the magistrate was sitting has an equal in Hongkong. For some time articles have been missed from the policemen's sleeping quarters at the Central Police Station, and on Thursday night a couple of watches were stolen. They were placed at the head of the respective owners' beds at midnight and on the following morning they had disappeared. Detective Sergeants Holt and McIvor paraded the coolies who pull the bedroom punkahs during the night and in one of their boxes were found the two watches, which had been stolen while the owners were sleeping. The coolie claiming the box was arrested and was on the 4th September sent to gaol for three months with hard labour. One of the watches belonged to P.C. Clark and the other to P.C. Ratty.

On the evening of the 2nd Sept., about 8.30, Sergeant Moffatt and a posse of police made a raid on a gambling house at 24, High Street, West Point, and found about thirty coolies playing fantan. The house was suspected by Sergeant Moffatt as being a large gambling establishment frequented by coolies. Almost every form of Chinese gambling instruments was found on the premises, and \$20 in small coin and a large quantity of copper cash was seized. When the police entered the house the men commenced to throw the money out of the window. The two masters of the house and nineteen coolies were arrested and they were charged at the Police Court next day with playing fantan. The Magistrate, Hon. Commander Hastings, fined the masters of the house \$50 each and the other defendants \$2 each.

Amongst the passengers who left for home on the 2nd September by the *Empress of India* was Staff Commander L. Rowlett, who, we regret to learn, has been invalided.

The Volunteer Camp of Instruction will be held at Stonecutters' Island from the 10th to the 18th October. Major Pemberton, the Commandant, has sent a circular to the various business places requesting employers to give those volunteers in their employ as much leave as possible during the week. We hope the Major's request will be cordially acceded to.

News was received from the British Consul at Canton on Saturday stating that the Viceroy had ordered Lai Mit to be re-tried. The Viceroy's deputy conducted the trial at Namtan on Thursday, when the prisoner stoutly denied having confessed to the murder of the Lukong in Hongkong. As he persisted in his denial he was tortured and the suffering he underwent for a few minutes brought out a full confession of his guilt and he was ordered to be decapitated. He is expected to be brought to Kowloon City in the course of a few days.

P. Kennedy, a police constable in the Naval Yard, was charged at the Police Court on the 3rd September with stealing a silver card tray. It appears that on Tuesday, the 1st inst., Mr. Shelton Hooper purchased the card tray with the intention of presenting it to the Rev. S. St. A. Baylee, Naval Chaplain, who was leaving the next day for England. He despatched his chair coolie with the parcel containing the present and a letter addressed to the Rev. St. A. Baylee at the Naval Yard. The defendant was on duty at the gate and received the parcel and note, signing the receipt for the same. He retained the parcel, however, and only delivered the letter. Consequently when the Rev. Baylee read the communication he discovered that the parcel was missing and immediately came off from the *Victor Emanuel* and made enquiries at the Naval Yard. The defendant was questioned, but he denied having received the parcel, although the statement of the coolie showed that it was delivered into his hands, and further proof was furnished by the fact that the receipt bore his signature. The next day Inspector MacEwen, of the Naval Yard Police, reported the matter to the Central Police Station and Sergeant Holt was entrusted with the case. In consequence of his prompt enquiries he was able to trace the stolen property to a pawn shop at Wanchai. He then arrested the defendant, who denied all knowledge of the affair. When brought before the Magistrate yesterday, however, he admitted the theft and Commander Hastings sentenced him to three months' hard labour. The card tray was valued at \$22 and was pawned for \$6.

#### MISCELLANEOUS.

Another assault upon a foreign officer of the Nippon Yusen Kaisha is reported from Hakodate. The second engineer of the *Nagoya-maru* was set upon by a number of firemen and had both arms broken.

The *Nagasaki Express* says:—According to the native papers a large increase in the amount of sugar imported here from Hongkong has recently taken place. During the first half of August no less than 6,949 bags were sent from Nagasaki to various places in Kiushiu.

One million yen is the capital to be raised for the Imperial Sugar Refinery in Tokyo, and on an estimated output of 219,000 bags in ten months a dividend of 37 per cent. per annum is expected. The existing Mombetsu Refinery will probably be incorporated.—*Hyogo News*.

The *N. C. Daily News* says:—A collision occurred off the Point on Thursday evening, 27th August, between the *Whangpoo*, which was returning from Woosung with 95 passengers and the mails from the *Saghalien*, and the *Samson*. The *Whangpoo's* engines were going astern when the collision happened and neither vessel had much headway, or the result would, in all probability, have been much more serious. The *Samson* struck the *Whangpoo* on the port bow, breaking the guard, and driving a part of it through the plate. The *Samson* sustained almost similar damage. Considerable alarm was caused among the *Whangpoo's* passengers, but fortunately no one was hurt.

At Yokohama on the 28th August a man was seen to jump off the pier into the harbour, and an alarm being raised a boat proceeded to the spot, but it was not until the body had been some time in the water that it was recovered. It was subsequently identified as that of Herbert William Webb, in the employ of the Nippon Yusen Kaisha. The deceased, who hails from Kingston, Jamaica, had for some time been second mate of the *Nagoya-maru*, but left that vessel the previous day. The deceased was 27 years of age. An inquest was held and a verdict of suicide while in an unsound state of mind was returned.

A correspondent writing from Hangchow, under date the 31st of August, states that there are at present only two foreigners there who are living in boats anchored off the Settlement. So far, he says, no application has been made for land except by the Japanese Consul, who would like to have the whole Settlement if it is possible. It is thought that he will be successful in obtaining half of it. Everything is reported to be at a standstill except the building of the Custom House, which is going on apace, and the port is to be opened on the 1st of October. Our correspondent seems to think that matters are not proceeding apace on account of the attitude of the Japanese, who are seeking for the lion's share and to this the officials seem rather averse.—*N. C. Daily News*.

The three District Magistrates of Soochow city recently assembled all the chiefs of wards, *tipaos*, etc., under them at their three *yamens*, and commanded them to warn all the inhabitants, those possessing land in the new settlements excepted, to refrain from selling land to foreigners under pain of severe penalties and confiscation of property. The order was given verbally because written proclamations would naturally conflict with the Treaty clause which grants permission to any foreigner to buy land and reside in any part of the empire. The mandarins, however, contend that "they only desire to make the new settlements outside the Pan gate, after all the trouble taken over the thing, a grand success, and not with any desire to cause obstruction to foreigners settling in other parts of the city," which sounds well.—*N. C. Daily News*.

Mr. Dawson, third engineer of the *Saikio Maru*, was arrested at Shanghai on the 28th August for complicity in the robbery of a box containing Japanese coins to the value of 2,000 yen. On his room being searched, about 4,000 newly minted twenty-sen pieces were found. There is a strong probability, however, the *Daily News* says, that the money was put into his cabin in order to divert suspicion. He was put on board the ship just before sailing, and will be charged before the British Consul in Yokohama on the ship's arrival. Edwin Ryder, formerly second officer of the steamer, was charged before the British Court at Yokohama on the 27th August in connection with the same robbery. It transpired in the course of the evidence that the keys of the mail room, where the treasure was placed, were kept on a shelf in the chief officer's room where anybody could get at them.

The steamer *Tientsin*, which arrived at Shanghai at 1 p.m. on the 27th August from Amoy, collided with the Siamese barque *Aurora*, which was anchored in mid-stream in the first section of the harbour. As the *Tientsin* was off Messrs. Butterfield and Swire's wharves, Pootung, she dropped her anchors, at a distance of about half a ship's length from the *Aurora*, but, owing to a strong flood-tide which was running at the time, her anchors probably did not hold; so in swinging round she collided with the barque. The captain of the *Aurora*, seeing the danger his vessel was in, veered out 30 fathoms of chain to enable his vessel to get clear of the *Tientsin*, but the *Tientsin's* stern caught the *Aurora*, breaking her bowsprit outside of the knight-heads, damaging her head gear, and carrying away her port cathead and sprit-sail yard. M. A. Peterson & Co. are agents for the *Aurora*, and we are informed that the owners of the *Tientsin* have offered to repair all damage that has occurred, which is estimated to be \$1,000. Had not the captain of the barque veered his chain, the ship would have been seriously damaged. The ship, although old, is very strongly built, otherwise it would not have sustained the shock.—*Mercury*.



## COMMERCIAL.

## TEA.

**CANTON, 8th September.**—Macao Congous.—Business has been on the same small scale as during the previous fortnight, and very limited supplies are forthcoming. Settlements during the past two weeks only aggregate 1,300 Boxes at Tls. 10 1/4 per picul, shewing, if anything, a turn in buyers' favor. For Australia and the Continent there is but small enquiry. Scented Cypers.—The past fortnight has been very quiet with little demand; settlements are reported at 11,000 Boxes at Tls. 9 1/2 per picul, making a total to date of 150,000 Boxes, against 200,000 Boxes to the same time last year. Prices are easier all round, and may be quoted Tl. 1 to Tl. 1 per picul lower than last quotations, according to grade, the market closing weak with a downward tendency. About 40,000 Boxes are held by natives, who are anxious to sell, but do not force sales. Scenting flower is now cheap and plentiful. Our present estimate of the Total Export for the season is 5 mils.

**SHANGHAI, 14th September.**—(From Messrs. Welch, Lewis & Co.'s circular).—Our last "printed" Tea market advices were under date 21st ultimo. London deliveries of China Congou for August were 2,400,000 lbs., against 2,800,000 lbs. for corresponding month in the previous year. Teas under 6d. a lb. are in good demand, but over 6d. a lb. there is little doing. The latest news from Hankow reports moderate business on Russian account in Teas from Tls. 7.10 for Oonams to Tls. 11.60 for Oanfus. The arrivals of 3rd crop Hankow Teas were 4,715 half-chests, against 43,151 half-chests to same date last year. Total arrivals for the season were 911,000 half-chests, against 1,081,000 half-chests for the previous season. Black Tea.—The demand has been chiefly for Teas, for prices, say Tls. 11 to Tls. 13 a picul, which perhaps show a little advance in Tael cost, but this is compensated for by the lower exchange. Second crop Keemuns have also attracted attention.

Settlements reported are:—

|  |  |
|--|--|
| Ningchow. 6 2 1/2 cht. at Tls. 12.50 to 19.25 a picul. |  |
| Keemun... 1,031 " " 11.50 to 18.00 "                   |  |
| H'chow... 250 " " 13.00 to 13.50 "                     |  |
| Kutoan... 220 " " 12.75 "                              |  |
| Wenchow. 138 " " 14.40 "                               |  |
| Oonam... 1,013 " " 11.00 to 13.00 "                    |  |
| Oopack... 384 " " 11.50 to 12.50 "                     |  |

Total... 3,698 1/2-chests.

Stock—17,088 half-chests.

**Green Tea.**—New York valuations of new crop Country Teas are unsatisfactory. London sales of Local Packs and Seyeans show 5 to 8 per cent loss.

**Pingsueys.**—A fair business was done early in the fortnight under review, and Teamen tried to raise prices a little, but latterly demand has slackened and Teamen are willing sellers at former rates. Prices of many settlements look cheap, if any price can be called cheap for stuff which lacks every quality that is usually associated with a "cup of Tea." The latest Native estimate puts the total yield at 140,000 to 150,000 half-chests against 185,000 half-chests last season. Country Teas.—"Choice" Moyunes are scarce and are wanted at very full prices, but for all other descriptions our market has become very quiet and with accumulating stocks in Teamen's hands a considerable decline in prices seems more than probable. Tls. 17 1/2 and 18 has been refused for common to medium Moyune descriptions, but if the offers were renewed business would be likely to result; even these prices would show no margin for profit on London or New York values. The total yield is estimated at about 190,000 half-chests, against 240,000 half-chests last season. Local Packs will probably fall short of 15,000 half-chests against 23,000 half-chests last season.

Hysons of all descriptions have been in strong demand at very irregular prices, one parcel of choice Moyune fetching Tael 45 a picul.

Settlements reported since 21st August:—

|   |  |
|---|--|
| Pingsuey... 25,886 1/2 cht. at Tls. 14.50 to 28.50 a picul. |  |
| Moyune... 6,361 " " 18.50 to 37.00 "                        |  |
| Tienkai... 3,918 " " 19.25 to 30.00 "                       |  |
| Fychow... 683 " " 13.50 to 17.50 "                          |  |
| Local P'ked 980 " " 14.90 to 23.00 "                        |  |

Total... 37,830 1/2-chests.

|                              |                   |              |
|------------------------------|-------------------|--------------|
|                              | 1896 to 1897      | 1895 to 1896 |
| Pingsuey... 40,908 1/2 chts. | 126,522 1/2 chts. |              |
| Moyune... 25,871 " "         | 36,671 " "        |              |
| Tienkai... 19,159 " "        | 25,918 " "        |              |
| Fychow... 10,196 " "         | 10,398 " "        |              |
| Local packed. 6,320 " "      | 13,139 " "        |              |

Total.....101,604 1/2-chests. 212,643 1/2-chests.

## EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

|                           |            |            |
|---------------------------|------------|------------|
|                           | 1896-97    | 1895-96    |
|                           | lbs.       | lbs.       |
| Canton and Macao .....    | 3,471,987  | 4,048,439  |
| Shanghai and Hankow ..... | 14,207,317 | 14,171,623 |
| Foochow .....             | 5,976,756  | 7,509,809  |
|                           | 23,656,060 | 25,729,871 |

## EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

|                |           |            |
|----------------|-----------|------------|
|                | 1896-97   | 1895-96    |
|                | lbs.      | lbs.       |
| Shanghai ..... | 5,751,966 | 14,171,623 |
| Amoy.....      | 6,998,012 | 5,903,384  |
| Foochow .....  | 1,131,222 | 1,608,212  |
|                | 13,88,200 | 21,683,219 |

## EXPORT OF TEA FROM CHINA TO ODESSA.

|                           |            |            |
|---------------------------|------------|------------|
|                           | 1896-97    | 1895-96    |
|                           | lbs.       | lbs.       |
| Shanghai and Hankow ..... | 22,514,742 | 26,706,242 |

## EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

|               |            |            |
|---------------|------------|------------|
|               | 1896-97    | 1895-96    |
|               | lbs.       | lbs.       |
| Yokohama..... | 16,866,802 | 19,829,325 |
| Kobe .....    | 8,333,961  | 11,130,509 |
|               | 25,200,763 | 30,959,834 |

## SILK.

**CANTON, 9th Sept.**—The 5th crop hatchings have progressed very favourably and a full yield is looked for. Teatles and Re-reels.—A purchase of 20 Bales Teatles No. 2 was made in the fortnight at \$415. Re-reels are nominally unchanged with nothing doing. Filatures.—Continue in fairly active demand at unchanged prices. From prices paid we quote: \$610/93 for Kwong Shun Cheong 11/13 and 13/15, \$595 for Wing Wo Lun, Yee Wo Loong 9/11, \$590 for Cheong Kee and Yu King Lun 9/11, \$70 for Kwong Lun Fung 11/13, \$550 for Kum King Cheong 13/15, \$53 for Man Po Sing 14/16, \$515 for Yee Wo Loong 16/20. Business with America continues absolutely lifeless. Shortreels 14/16 and 14/18 of all kinds are extremely scarce and the winding of the existing lots generally unsatisfactory. Waste.—A fair demand has ruled for Steam Waste, about 1,200 bales and 500 bales Pierced Cocoons have found buyers at subjoined quotations. Stock:—Teatles, 1,000 bales; Filature, 3,000 bales. We append quotations in Canton, with laying down cost in London, Exchange 6 months sight 2 1/2 per Dollar:—

|                             |                 |            |
|-----------------------------|-----------------|------------|
| Teatles .....               | No. 1 \$435     | = 8/14     |
|                             | No. 2 \$420     | = 7/10 1/2 |
|                             | No. 3 \$405     | = 7/7      |
|                             | No. 4 \$390     | = 7/3 1/2  |
|                             | No. 4 1/2 \$385 | = 7/2 1/2  |
|                             | No. 5 \$380     | = 7/1 1/2  |
| Filature 1st class 11/13... | \$600 to \$590  |            |
| 1st " 13/15...              | \$600 to \$590  |            |
| 2nd " 9/11...               | \$590 to \$595  |            |
| 2nd " 10/12...              | \$585 to \$580  |            |
| 2nd " 13/15...              | \$560 to \$565  |            |
| 2nd " 10/12...              | \$565 to \$555  |            |
| 3rd " 11/13...              | \$495 to \$475  |            |
| 3rd " 13/15...              | \$495 to \$475  |            |

Long-reels, Suilan .....\$370

Re-reel Lacklow No. 1.....\$485

No. 2.....\$470

No. 3.....\$455

No. 4.....\$435

Mahang No. 1.....\$435

Punjum Books No. 3 & 4.....\$70

Punjum Waste .....\$63

Steam Waste Extra .....\$90

Market Extra .....\$70

No. 1 .....\$52

Gum Waste No. 2 .....\$50

Pierced Cocoons .....\$60

Settlements for the fortnight:—

1896-97. 1895-96.

For Europe...1,800 bales 800 bales.

For America.. 10 " 300 "

For Bombay.. 170 " 220 "

[& 125 piculs. [& 100 piculs.

**SHANGHAI, 3rd September.**—From Mr. A. R. Burkill's circular).—London telegrams to 1st current quote Gold Kilings 8/4, Blue Elephants 10/6. Raw Silk.—Only a small daily business doing at former quotations. Teatles.—250/300 bales are reported settled on a basis of Tls. 34 1/4 for Gold

Kilings. Taysams.—About 150 bales have changed hands. Yellow Silk.—Demand continues good and the somewhat scanty arrivals are bought up at once at full price. About 200 bales are reported settled. Arrivals, as per Customs Returns from 27th August to 2nd September are, 1,353 bales White, 625 piculs Yellow, and 45 piculs Wild Silks. The export of Steam Filature to date is as follows:—To London 2 bales, Continent 486 bales, and America 13 bales. Waste Silk.—With the exception of small lots of Frisonnets and Shantungs, at previous prices, there is nothing doing. Pongees.—Only a small business doing, I quote 25in. goods of 23oz at Tls. 3.

## EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

|                |         |         |
|----------------|---------|---------|
|                | 1896-97 | 1895-96 |
|                | bales.  | bales.  |
| Canton .....   | 9,276   | 5,808   |
| Shanghai ..... | 7,67    | 19,455  |
| Yokohama.....  | 813     | 3,057   |
|                | 17,756  | 28,320  |

## EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

|                |         |         |
|----------------|---------|---------|
|                | 1896-97 | 1895-96 |
|                | bales.  | bales.  |
| Canton .....   | 547     | 4,044   |
| Shanghai ..... | 304     | 2,744   |
| Yokohama.....  | 557     | 4,328   |
|                | 1,403   | 11,116  |

## CAMPHOR.

**HONGKONG, 9th September.**—The market is slightly weaker. Quotations for Formosa are \$49.75 to \$51.90. During the week sales have been 200 piculs.

## SUGAR.

**HONGKONG, 9th September.**—Under the influence of a demand from Canton prices have improved a little. Following are the quotations:—Shekloong, No. 1, White...\$7.25 to 7.27 per picul. do. " 2, White... 6.55 to 6.57 " Shekloong, No. 1, Brown... 4.50 to 4.52 " do. " 2, Brown... 4.31 to 4.31 " Swatow, No. 1, White... 7.12 to 7.15 " do. " 2, White... 6.47 to 6.50 " Swatow, No. 1, Brown... 4.41 to 4.44 " do. " 2, Brown... 4.20 to 4.22 " Soochow Sugar Candy .....11.00 to 11.25 " Shekloong " ..... 9.40 to 9.42 "

## MISCELLANEOUS EXPORTS.

The British ship *Socotra*, Hongkong to San Francisco 21st August, took:—9,308 bags Rice, 113 bales Gunnies, 517 bags Pepper, 795 bags Tapioca, 991 packages Rice Flour, 1,775 packages Tea, 303 cases Pine Apples, 1,009 cases Molasses, 318 bales Gambier, 300 packages Cassia, 65 packages Split Rattan, 920 rolls Matting, 30 cases Palm Leaf Fans, and 10,817 packages Merchandise.

The steamer *Glamorganshire*, Hongkong to New York, 22nd August, took:—100 cases Cassia Buds, 119 cases Blackwoodware, 125 packages Fire Crackers, 25 rolls Matting, 23 cases Chinaware, 40 cases Ginger, and 1,400 packages Merchandise.

The steamer *Senta*, Hongkong to Havre, 22nd August, took:—70 cases Bristles and 2 cases Feathers; for Havre option Hamburg.—250 cases Camphor, 21 cases Paper, 6 cases Blackwoodware, 1 case Silk, and 80 bales Canes; for Havre option Hamburg option London.—637 cases Camphor and 40 cases Bristles; for Havre & for Hamburg & for London & for Antwerp.—100 cases Bristles and 160 bales Feathers; for Hamburg.—373 bales Feathers, 98 cases Camphor, 57 cases Bristles, 50 bales Canes, 1 box Paper, 3 cases China Ink, 70 packages Fire Crackers, 1,000 bales Broken Cassia, 7 cases Bambooware, 18 cases Cassia Oil, 30 bales Rattan Shavings, and 7 packages Sundries; for Hamburg option London.—1 cases Bristles.

The steamer *Adour*, Hongkong to Marseilles, 27th August, took:—220 packages Tea, 14 packages Canes, and 1 case Bristles; for Havre.—871 packages Tea, 215 packages Canes, 42 cases Bristles, and 150 rolls Matting; for London.—1 case Silk Piece Goods, and 70 rolls Matting.

The steamer *Knight of St. John*, Hongkong to Colombo, 31st August, took:—25 packages Sugar Candy, 83 rolls Matting, and 26 packages Merchandise; for Bombay.—250 cases Cassia, 1,277 cases Fire Crackers, 324 cases Glass Bangles, 126



cases Preserves, 5 cases Merchandise, 52 packages Silk, 9.0 rolls Chinaware, 81 rolls Matting, 98 bales Sugar Candy, 52 bales Galangal, and 1 package Tea.

The steamship *Elaz*, Hongkong to London 1st September, took:—103 cases Camphor; for Hamburg:—128 bales Battan Shavings, and 321 bales Battans.

The steamer *Yarra*, Hongkong to France, 2nd September, took:—687 bales Raw Silk, 11 bales Hair, 22 cases Silk Piece Goods, 10 packages Effects, &c., and 100 packages Tea; for Milan:—30 bales Raw Silk; for Lontou:—50 bales Raw Silk.

The *Ellen Rickmers*, Hongkong to Havre and London 2nd September, took:—53 cases Camphor; for Havre, Hamburg, and London:—414 cases Camphor; for Marseilles:—1 case China Ink and 20 cases Aniseed Oil; for Havre:—2 cases Silks, 7 cases Feathers, 10 cases Bristles, 60 cases Sundries, 140 bales Canes, and 150 rolls Matting; for Hamburg:—4 cases Blackwoodware, 4 cases Gongs, 10 bales Bamboos, 18 boxes Cassia Buds, 20 cases Palm Leaf Fans, 50 cases Bristles, 352 bales Feathers, 750 boxes Cassia, and 1,074 bags Chardust.

The steamer *Glenesk*, Hongkong to London, 30th August, took:—100 bales Waste Silk, 25 bales Canes, 189 rolls Matting, 200 cases Ginger, 20 cases Ginger, 29 packages Sea Shells and 6 packages Sundries.

The steamer *Diomed*, Hongkong to London, 2nd September, took:—3,156 boxes Tea (129,276 lbs. Scented Caper), 1 case Silks, 1 case Feathers, 190 cases Palmleafs, 34 cases Cigars, 15 cases Blackwoodware, 56 bales Canes, and 8 packages Sundries; for London option Manchester:—20 bales Waste Silk; for London option Hamburg:—585 boxes Tea (12,285 lbs. Congou); for Manchester:—1 case Curios; for Glasgow:—1 case Sundries.

The steamer *Formosa*, Hongkong to Manchester, 5th September, took:—50 bales Waste Silk; for Buenos Aires:—400 packages Tea; for London:—275 bales Waste Silk, 263 bales Pierced Cocoons, 765 bales Canes, 248 bales Hemp, 63 cases Chinaware, 18 cases Blackwoodware, 5 cases Camphor Wood Trunks, 356 cases Preserves, 36 cases Cassia Oil, 1 case Silk Piece Goods, 50 cases Preserves, 21 packages Sundries and 11,782 boxes Tea (10,924 lbs. Congou, 232,407 lbs. Scented Caper, 2,205 lbs. Scented Orange Pekoe).

#### OPIUM.

HONGKONG, 9th Sept.—Bengal.—There has been an advance in rates during the period under review, Patna advancing to \$732½ for New, \$745 for Old, and Benares to \$752½ for New.

Malwa.—The market has ruled steady, quotations closing as under:—

New (this yr's):—720 with all'ance of 5½ cts.  
 " (last yr's):—730 " 1½ to 4½ "  
 Old (2/3 yrs.):—740 " 1 to 2 "  
 Old (4/5 yrs.):—760 " 1 to 2 "  
 Older:—790 " 0½ to 3 "

Persian.—There has been some small business passing in the drug during the interval. Oily drug closes at \$550 to \$700, and Paper-wrapped at \$500 to \$650 per picul according to quality.

To-day's stocks are estimated as under:—

New Patna.....1,780 chests.  
 Old Patna.....100 "  
 New Benares.....270 "  
 Malwa.....400 "  
 Persian.....53 "

#### COURSE OF THE HONGKONG OPIUM MARKET.

| DATE.    | PATNA. |      | BENARES. |      | MALWA.  |         |
|----------|--------|------|----------|------|---------|---------|
|          | New.   | Old. | New.     | Old. | New.    | Old.    |
| 1896.    | \$     | \$   | \$       | \$   | \$      | \$      |
| Sept. 2. | 722½   | 727½ | 733½     | —    | 720/730 | 740/760 |
| Sept. 3. | 720    | 730  | 735      | —    | 720/730 | 740/760 |
| Sept. 4. | 725    | 730  | 740      | —    | 720/730 | 740/760 |
| Sept. 5. | 728½   | 745  | 755      | —    | 720/730 | 740/760 |
| Sept. 6. | 730    | 745  | 750      | —    | 720/730 | 740/760 |
| Sept. 7. | 727½   | 745  | 750      | —    | 720/730 | 740/760 |
| Sept. 8. | 727½   | 745  | 750      | —    | 720/730 | 740/760 |
| Sept. 9. | 732½   | 745  | 752½     | —    | 720/730 | 740/760 |

#### COTTON.

HONGKONG, 9th September.—The market for Cotton continues improving, while supplies are coming in very slowly. During this period an improvement of about 50 cents per picul has to be noted. Stock: 400 bales Bengal.

Bombay .....\$14.00 to 17.00 p. pl.  
 Kurrachee .....13.00 to 16.00 "  
 Bengal, Rangoon, and } 15.50 to 16.75 "  
 Dacca .....  
 Shanghai and Japanese.. 18.00 to 20.00 "  
 Tanchow and Ningpo.. 18.00 to 20.00 "  
 Madras.....14.00 to 17.00 "  
 Sales: 500 bales Bengal, Rangoon, and Dacca.

#### RICE.

HONGKONG, 9th September.—The Canton market is very weak and prices have further declined. Closing quotations are:—

Saigon, Ordinary .....per picul.  
 " Round, good quality .....2.50 to 2.52  
 " Long .....2.61 to 2.64  
 Siam, Field, mill cleaned, No. 2 ... 2.27 to 2.30  
 " Garden, " No. 1 ... 2.75 to 2.78  
 " White .....2.90 to 2.93  
 " Fine Cargo .....3.22 to 3.25

#### COALS.

HONGKONG, 9th September.—Small sales reported. Quotations are:—

Cardiff .....\$13.25 to 14 ex godown, nom.  
 Australian ... 6.50 to — ex ship, nominal.  
 Milke Lump... 5.60 to 5.75 ex ship, nominal.  
 Milke Small... 4.65 to — ex ship, do  
 Moji Lump ... 4.25 to 5.50 ex ship, nominal.

#### MISCELLANEOUS IMPORTS.

HONGKONG, 9th September.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—775 bales No. 10 at \$75 to \$80.50, 295 bales No. 12 at \$78.50 to \$82.50, 515 bales No. 16 at \$85 to \$93, 381 bales No. 20 at \$82.50 to \$97. Grey Shirtings.—500 pieces 10 lbs. Flower Vase at \$3.90, 500 pieces 10 lbs. Horse and Gun at \$3.50, 1,800 pieces 8½ lbs. Blue Peach at \$2.87½, 3,600 pieces 8½ lbs. Blue Joss B at \$2.94½, 1,500 pieces 8½ lbs. Red Lion and Flag at \$2.57½, 600 pieces 7½ lbs. Green Peach at \$2.32½, 600 pieces 8½ lbs. Two Fish at \$2.72, 250 pieces 10 lbs. Stag at \$3.87½, 250 pieces 10 lbs. Red Flower at \$3.80, 250 pieces 10 lbs. Blue Flower at \$3.77½, 250 pieces 10 lbs. Green Flower at \$3.75. T-Cloths.—1,800 pieces 8 lbs. Mexican V. V. at \$2.90, 750 pieces 7 lbs. Mexican Red Stag at \$2.32½, 750 pieces 7 lbs. Mexican Blue Dragon B.B. at \$2.27½, 600 pieces 8 lbs. Hunter and Stag C.C. at \$3.05. Spanish Stripes.—48 pieces B. B. B. assorted at \$0.57½. Long Ells.—200 pieces 9 lbs. Scarlet at \$6.95, 400 pieces 10 lbs. Scarlet at \$7.50. METALS:—Tin.—100 slabs Siam at 32.80, 200 slabs Cong-chai at \$33. Quicksilver.—500 flasks at \$103 to \$106.75.

SHANGHAI, 3rd September.—(From Messrs. Noel, Murray & Co.'s Piece Goods Trade report.)—While there is scarcely any business to report this week there is a marked improvement in enquiry, but at such low prices that importers have no other option than to refuse the terms offered in view of the strength of the American market and the uncertain quantities that seem to be ruling those at Liverpool and Manchester. Whether it is that dealers are playing the usual waiting game or are speculating for a rise in silver, it is not for us to say, but there is no doubt that prices are far below what they ought to be. The tendency is to think that the former course is their design, for otherwise why should such an innumerable number of recommendations (which would be orders were a workable rate of exchange obtainable) be sent forward by mail—only to try and gain by waiting. Against this orders have been received from the various Outports, and where dealers have been unable to fill them from their own stocks, re-sales among natives have been made at prices which are not published. This applies more particularly to American than to English makes, and if this state of things continues it will tend to strengthen the position of importers. Some attention has again been paid to American makes, the stocks of which cannot be heavy, especially Sheetings, but the prices do not allow dealers to buy as freely as they would like. News from the Outports must be considered satisfactory, as clearances are being made on a very liberal style. Woollens being particularly well favoured in this respect. Tientsin continues to take regular supplies, and we hear that a demand has sprung up for Black Lustings from Newchwang. Korea has taken a few 10-lbs. Grey Shirtings, while reports from Hankow are distinctly brighter.

Metals.—(From Messrs. Alex. Bielfeld & Co.'s report.)—5th September:—Nothing has occurred to vary the monotonous dullness which it has

been necessary to report week after week for some time. Business in Metals is apparently at a standstill, stocks are heavy, and demand nil. The stock of Nailrods on this market is now nearly equal to nine months' consumption, and, having been purchased at a time when prices were low, the dealers naturally turn a deaf ear to all suggestions of business at present cost. Lead is neglected and no sales have been reported. From the North reports are not very encouraging. Boat-hire at Tientsin is dear, and the inland districts round Newchwang are said to be flooded. Dealers from Tientsin have bought very sparingly this season. The Iron made at Hanyang is said to be very satisfactory as regards quality, but although selling at Tls. 2.60 to Tls. 2.65 per picul, without any duty to pay, it is doubtful if its manufacture is profitable to the works owing to the manner in which these Government concerns are run in China. It is said that they can turn out some 30 tons a day, or say 900 to 1,000 tons a month, of Bars and Slit Rods very similar to North Staffordshire Iron in quality. Up river the demand continues fair for Metals. Importers of Sundries report the same lethargic state as is complained of by other merchants. Natives cannot make up their minds how to move because of the apparent uncertainty of the exchange; the main reason, however, for the present inactivity seems to be a falling off in demand from consuming centres generally owing to bad crops, scarcity of money, and over-stocking. This will no doubt be remedied before long when the much desired revival will set in. Sales reported—200 tons Hamburg Horse-shoes at Tls. 1.80, ex godown; 100 tons "Goffin" at Tls. 2.47½ ex godown.

#### CLOSING QUOTATIONS.

WEDNESDAY, 9th September.  
 EXCHANGE.

ON LONDON.—  
 Telegraphic Transfer .....2/1½  
 Bank Bills, on demand .....2/1½  
 Bank Bills, at 30 days' sight .....2/1½  
 Bank Bills, at 4 months' sight .....2/1½  
 Credits, at 4 months' sight .....2/2  
 Documentary Bills, 4 months' sight 2/2½  
 ON PARIS.—  
 Bank Bills, on demand .....2.70  
 Credits, at 4 months' sight .....2.73  
 ON GERMANY.—  
 On demand .....2.17  
 ON NEW YORK.—  
 Bank Bills, on demand .....51½  
 Credits, 60 days' sight .....53  
 ON BOMBAY.—  
 Telegraphic Transfer.....180½  
 Bank, on demand.....180½  
 ON CALCUTTA.—  
 Telegraphic Transfer.....180½  
 Bank, on demand.....180½  
 ON SHANGHAI.—  
 Bank, at sight .....72½  
 Private, 30 days' sight.....73½  
 ON YOKOHAMA.—  
 On demand .....par.  
 ON MANILA.—  
 On demand .....16½ % pm.  
 ON SINGAPORE.—  
 On demand.....par.  
 SOVEREIGNS, Bank's Buying Rate .....9.18  
 GOLD LEAF, 100 fine, per tael .....48.00

#### JOINT STOCK SHARES.

HONGKONG, September 9th.—The market has been brisk during the week under review and a fair to large business has been transacted in nearly all stocks, Banks and Docks heading the list with some important transactions. The general tone of the market has been firm and rates have ruled almost generally with an upward tendency. Many important changes in quotations have taken place.

BANKS.—Hongkong and Shanghai have changed hands at from 183½ to 192½ per cent. prem. for cash and at equivalent rates on time as far forward as December, for which month transactions at 198 and 200 per cent. prem. were put through; at time of writing market closes easier with sellers at 192 per cent. prem. for cash and at equivalent rates forward. Nationals have found small buyers at \$27, but shares are still obtainable at that rate.

MARINE INSURANCES.—Unions have been eagerly enquired for and a fair number have



changed owners at \$135, \$137½, \$140, and \$142½, buyers still remaining unsatisfied at last rate. It is rumoured that a very favourable report is likely to be presented to shareholders next month. China Traders have found further buyers at \$81½ and close firm at \$82. The Northern Insurances have been negotiated in Shanghai at quotations in small lots. Straits after changing hands at \$27 close steady.

**FIRE INSURANCES.**—Hongkong have ruled firmer and \$335 failing to bring out shares the rate rose to \$340 with sales, at which market closes steady. Chinas during the early part of the week continued weak with sales at \$94 and \$94½; towards the close, however, a firmer feeling set in and offers to buy at \$95 and \$95½ meeting with no response \$96 and \$97 was eventually paid for cash shares.

**SHIPPING.**—Hongkong, Canton, and Macao have been negotiated at \$33, \$33½, and \$33½ for cash, and at \$34½ for January and December, sellers ruling the market at time of closing at \$33½. Indo-Chinas have been comparatively inactive and I have only small sales to report at \$46½ and \$47 cash, and at equivalent rates for December and February. China and Manilas continue unchanged and without business. Douglasses have ruled quiet with small sales at \$67 and \$67½ cash and for the end of the month. This Company will pay a dividend of 12 per cent. this month. Market closes weak at \$67 cash. China Mutuals continue on offer without finding buyers.

**REFINERIES.**—Chinas Sugars have been quiet with small sales at \$124 and \$123½ cash, and at \$126 for October and \$127 for Nov., closing steady but quiet at \$124. Lazons appear to have again dropped out of the market and I have no sales to report.

**MINING.**—Punjoms have further weakened on receipt of results of August crushings, which were as follows, 1,100 tons quartz yielded 384 oz. gold, and 50 tons calcined yielded 55 oz. gold, a poor result as compared with those of the last few months. The Cyanide clean up is not yet to hand. Balmorals have found small buyers at \$2½ and \$2½. The General Management of this Company has been transferred to Messrs. J. D. Humphreys and Son. Olivers have been enquired for at quotations, but I have heard of only small sales. Jebebus and Raubs have ruled from steady to strong with but few sellers at quotations.

**DOCKS, WHARVES, AND GODOWNS.**—Hongkong and Whampoa Docks have again been the chief feature of the week's business, and have steadily risen, with a good business, from 194 to 201 per cent. prem. cash; on time a good many have changed hands at rates ranging from 198 to 208 for December and at equivalent rates for the intermediate months. The Gaelic, which is now in dock, proves to be a larger job than was anticipated and I learn that the Company is likely to be full of good work for some months to come. The market closes with sellers at 201. Kowloon Wharves have somewhat improved their position and have been enquired for at \$54 to \$54½, resulting in small sales at these rates. Not many shares, however, are obtainable. I hear on good authority that the business is improving and that the leasing of the Wanchai Godowns is so far showing good results, also that it has been decided to run the ferry service between Kowloon and Hongkong for the Company's profit after the expiration of the present lease of their wharf to the present ferry service, which I believe will take place next year. Wanchais have been out of favour with no business at quotation.

**LANDS, HOTELS, AND BUILDINGS.**—Hongkong Lands have continued in steady demand at \$74, \$74½, and \$75, at which rates small parcels have changed hands; shares, however, are not easily obtainable and at time of closing buyers at \$74½ rule the market. Hotels with small sales at \$29 and \$29½ close steady. West Points have been negotiated at \$18½ and more could be placed at the rate. Humphreys have been neglected.

**MISCELLANEOUS.**—Green Islands have found further buyers at \$17½ and sales have been effected at that. Watsons have been neglected with no sales. Ropes have changed hands at \$126½ and \$127, closing firm. Fenwicks have found buyers at \$29½ and Tramways at \$96.

Closing quotations are as follow:—

| COMPANY.                  | PAID UP.  | QUOTATIONS.             |
|---------------------------|-----------|-------------------------|
| <b>Banks—</b>             |           | [\$365, s. & sellers    |
| Hongkong & S'hai...       | \$125     | 192 ½ prem. =           |
| China & Japan, prf.       | £5        | nominal                 |
| Do. ordinary...           | £1 10s.   | nominal                 |
| Do. deferred...           | £1        | £2, buyers              |
| Natl. Bank of China       |           |                         |
| B. Shares .....           | £8        | \$27, sales & sellers   |
| Founders Shares...        | £1        | \$100                   |
| Bell's Asbestos E. A. ... | 15s.      | nominal                 |
| Brown & Co., H. G. ...    | \$50      | (in liquidation).       |
| Campbell, Moore & Co.     | \$10      | \$6                     |
| Carmichael & Co. ....     | \$20      | \$8                     |
| China Sugar .....         | \$100     | \$124, buyers           |
| Dakin, Cruick's & Co.     | \$5       | \$1, buyers             |
| Dairy Farm Co. ....       | \$5       | \$5, nominal            |
| Fenwick & Co., Geo. ...   | \$25      | \$29½, sales            |
| Green Island Cement...    | \$10      | \$17½, sales & buyers   |
| H. & China Bakery ...     | \$50      | \$30                    |
| Hongkong & C. Gas ...     | £10       | \$110, buyers           |
| Hongkong Electric ...     | \$8       | \$7, sellers            |
| H. H. L. Tramways ...     | \$100     | \$96, sales             |
| Hongkong Hotel .....      | \$50      | \$29½, sales            |
| Hongkong Ice .....        | \$25      | \$105                   |
| H. & K. Wharf & G. ...    | \$50      | \$54½, sales & buyers   |
| Hongkong Rope .....       | \$50      | \$127, sales            |
| H. & W. Dock .....        | \$125     | 201 p. ct. prem. =      |
| <b>Insurances—</b>        |           | [\$376½, s. & sel.      |
| Canton .....              | \$50      | \$195, sellers          |
| China Fire .....          | \$50      | \$97, sales             |
| China Traders' .....      | \$25      | \$82, sales & buyers    |
| Hongkong Fire .....       | \$50      | \$340, sales & sellers  |
| North-China .....         | £25       | Tls. 102½, sellers      |
| Straits .....             | \$20      | \$27, sales & buyers    |
| Union .....               | \$25      | \$242½, sales           |
| Yangtze .....             | \$60      | \$145, buyers           |
| <b>Land and Building—</b> |           |                         |
| H. Land Investment...     | \$50      | \$75, sales             |
| Humphreys Estate...       | \$10      | \$9, sales & sellers    |
| Kowloon Land & B.         | \$30      | \$18, buyers            |
| West Point Building       | \$40      | \$18½, sales & buyers   |
| Lauzon Sugar .....        | \$100     | \$61, sellers           |
| <b>Mining—</b>            |           |                         |
| Charbonnages .....        | Fcs. 500  | 72½                     |
| Jebebu .....              | \$5       | \$2.95, sales           |
| New Balmoral .....        | \$3       | \$2.50, sales           |
| Oliver's Mines, A. ...    | \$5       | \$7, sales & sellers    |
| Do. B. ...                | \$2½      | \$3.50, sellers         |
| Punjom .....              | \$4       | \$12½, sales            |
| Do. Preference...         | \$1       | \$3.50, sellers         |
| Raubs .....               | 13s. 10d. | \$5.35                  |
| <b>Steamship Coys.—</b>   |           |                         |
| China and Manila ...      | \$50      | \$71, sales & sellers   |
| China Mutual Ord...       | £5        | £3, sellers             |
| Do. Preference...         | £10       | £8.10, sales & sellers  |
| Douglas S. S. Co. ...     | \$50      | \$67, sales & sellers   |
| H. Canton and M...        | \$15      | \$33.50, sal. & sellers |
| Indo-China S. N. ...      | £10       | \$47, sales & sellers   |
| Wanchai Warehouse Co.     | \$37½     | \$45½, buyers           |
| Watson & Co., A. S. ...   | \$10      | \$13, sellers           |

J. Y. V. VERNON, Broker.

SHANGHAI, 4th August.—(From Messrs. J. P. Bisset & Co.'s report.)—The market has been active, with business in Hongkong Bank shares at rapidly advancing rates. Banks.—Hongkong and Shanghai Banking Corporation. Business was done early in the week at 181½ per cent. premium. A strong demand afterwards set in, and shares were placed at 183, 185½, 186, 187 and 187½ per cent. premium for cash, 19½ for the 30th current, and 202 and 203 per cent. for delivery on the 27th February, 1897. In other Bank shares there is no business reported. National Bank shares are offering, in Hongkong, at \$27. Shipping.—Indo-China S. N. shares were placed at Tls. 34, but the market afterwards advanced 1 to Tls. 35. This rate was not maintained, and sales have been made at Tls. 34½, and Tls. 34 locally, and to Hongkong at \$46. Hongkong, Canton and Macao Steamboat shares were placed to Hongkong at \$33. Douglas Steamship shares were purchased from Hongkong at \$66½. Docks.—Boyd's shares are offering at Tls. 200. Business has been done in S. C. Farnham & Co. shares at Tls. 200/203 cash and Tls. 205 for delivery on the 30th current. Marine Insurance.—Yangtzes were placed at \$137½ and \$142½ for cash, and \$145 for the 30th September. Straits have changed hands at \$27½ for cash and \$28/28½ for delivery on the 30th current. North Chinas are offering at Tls. 192½. Fire Insurance.—Hongkongs are wanted in Hongkong, at \$335. Chinas changed hands, in Hongkong, at \$94. Wharfs.—Shanghai and Hongkew Wharf shares are obtainable at Tls. 122. Mining.—Punjom Mining shares changed hands at \$14. Sheridan shares are wanted at Tls. 250. Tugs.—Taku Tug and Lighter shares were placed at T. Tls. 105, and there are a few more offering. Sugars.—A large business has been done in China Sugar Refining shares, at \$122/125 cash, and to Hongkong at \$117, \$120, and \$125 for cash, at

\$123 for October, \$124/126 and \$130 for December, and to Hongkong at \$124 for December. Lands.—Shanghai Land Investment shares were placed at Tls. 80½, and Kowloon Land and Building shares at \$19. Industrial.—Major Brothers shares were placed, and are offering, at Tls. 44½. Ewo Cotton S. and W. shares were sold at Tls. 80 and are obtainable at the same rate. Miscellaneous.—Business was done in: Shanghai Sumatra Tobacco shares at Tls. 97½, Shanghai Langkat Tobacco shares at Tls. 50 and Tls. 50½, and Hall and Holtz shares at \$37. Loans.—Shanghai Municipal Debentures of 1896 were sold at Tls. 101, plus the accrued interest.

#### TONNAGE.

HONGKONG, 9th September.—Although the volume of business transacted during the past fortnight has been greater than during the preceding period there has been no improvement in our freight market and rates generally remain very low. In Saigon charters a little business has been transacted for Singapore and Sourabaya, but for Hongkong there has been no enquiry and there does not seem to be any immediate prospect of tonnage being wanted. From Java to this three fixtures are reported at very low rates. From Bangkok to this the regular lines provide more than sufficient tonnage for present requirements and further tonnage is not wanted. In Japan coal freights there is very little demand. From Moji to Hongkong one steamer has been fixed at \$1, but even at this very low rate there is no enquiry. From Moji to Singapore one fixture is reported at \$1.75 and further tonnage might be placed at this figure. Newchwang to Canton there is nothing doing. Sailing tonnage.—One settlement is reported for New York on private terms and one for Baltimore, rate also private. For San Francisco a small vessel has been fixed at about \$2.50 per ton.

There are eight vessels disengaged in port, registering 11,360 tons.

The following are the settlements:—

Wm. J. Rotch—American ship, 1,664 tons, Hongkong to New York, private terms.  
El Capitan—American ship, 1,419 tons, Nagasaki and Hongkong to Baltimore, private terms.  
Casablanca—British barque, 569 tons, Hongkong to San Francisco, \$2,700.  
Stanfield—British barque, 570 tons, Rajang to Hongkong, \$1,300.  
Ariake Maru—Japanese steamer, 1,905 tons, Moji to Hongkong, \$1 per ton.  
Mudduff—British steamer, 1,882 tons, Moji to Singapore, \$1.75 per ton.  
Brunhilde—German steamer, 977 tons, Saigon to Sourabaya, 16½ cents per picul.  
J. Christensen—Norwegian steamer, 1,338 tons, Saigon to Sourabaya, 17 cents per picul.  
Daphne—German steamer, 1,395 tons, Saigon to Singapore, 10 cents per picul.  
Apenrade—German steamer, 696 tons, Saigon to Hongkong, 5 cents per picul.  
Swatow—German steamer, 724 tons, Saigon to Manila, 16 cents per picul.  
Brunhilde—German steamer, 977 tons, Java to Hongkong, private terms.  
J. Christensen—Norwegian steamer, 1,338 tons, Java to Hongkong, private terms.  
Mudduff—British steamer, 1,882 tons, Java to Hongkong, 11 cents per picul.  
Siegfried—German steamer, 1,007 tons, Haicohe Bay to Singapore, \$4,000.  
Wuotan—German steamer, 1,201 tons, hence to Mauritius and back, monthly, \$4,200.  
Deuteros—German steamer, 1,251 tons, monthly, 4 months, \$3,400.

#### VESSELS ON THE BERTH.

For LONDON.—Shanghai (str.), Benlarig (str.), Glenfruin (str.), Tantalus (str.), Canton (str.), Patroclus (str.), Oopack (str.).  
For SAN FRANCISCO.—Belgie (str.), Peru (str.), Casablanca (str.).  
For HAVRE.—Aglais (str.).  
For MARSEILLES.—Saghatien (str.).  
For VICTORIA.—Tacoma (str.), Mount Lebanon (str.).  
For BREMEN.—Bayern (str.).  
For VANCOUVER.—Empress of Japan (str.).  
For NEW YORK.—Charles E. Moody, Paul Revere, Josephus, Saint Mark, Izion (str.).  
For BALTIMORE.—Isaac Reed, Helen Brewer (str.).  
For AUSTRALIA.—Pathan (str.), Merionethshire (str.).

#### SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

#### HONGKONG.

September—ARRIVALS.

1, Bygdo, Norw. str., from Canton.  
2, Hangchow, British str., from Swatow.



2, Deuteros, German str., from Saigon.  
 2, Choysang, British str., from Shanghai.  
 2, Wingsang, British str., from Canton.  
 2, Belle of Bath, Amr. ship, from Singapore.  
 2, Nanshan, British str., from Moji.  
 2, Independent, German str., from Canton.  
 3, Keemun, British str., from Liverpool.  
 3, Formosa, British str., from Foochow.  
 3, Medusa, Austrian str., from Kobe.  
 3, Frigga, German str., from Kobe.  
 3, Chiyuen, Chinese str., from Canton.  
 3, Whampoa, British str., from Australia.  
 3, Telena, German str., from Novorossisk.  
 3, Java, British str., from London.  
 3, Decima, German str., from Saigon.  
 4, Tsinan, British str., from Sydney.  
 4, Nanchang, British str., from Tientsin.  
 4, Glenshiel, British str., from London.  
 4, D. Rickmers, Ger. str., from Hamburg.  
 4, Mount Lebanon, Brit. str., from Portland.  
 4, Rio, German str., from Singapore.  
 4, Nanya Maru, Japanese str., from Moji.  
 4, Formosa, British str., from Tamsui.  
 4, Mogul, British str., from London.  
 4, Wuotan, German str., from Singapore.  
 4, Fushun, Chinese str., from Shanghai.  
 4, Propontis, British str., from Rangoon.  
 4, Britannic, Norw. str., from Canton.  
 4, Mathilde, German str., from Pakhoi.  
 4, Nord, Norw. str., from Swatow.  
 4, Nanyong, British str., from Singapore.  
 5, Belgic, British str., from San Francisco.  
 5, Choysang, British str., from Canton.  
 5, Cangping, Chinese str., from Canton.  
 5, Gaelic, British str., from San Francisco.  
 5, Keongwai, British str., from Bangkok.  
 5, Doris, German str., from Newchwang.  
 5, Hinsang, British str., from Java.  
 5, Rohilla, British str., from Bombay.  
 5, Siam, German ship, from New York.  
 6, Guernsey, Norw. str., from Batoum.  
 6, Haimun, British str., from Tamsui.  
 6, Hanoi, French str., from Haiphong.  
 6, Independent, German str., from Canton.  
 7, Lyeemoon, German str., from Shanghai.  
 7, Ask, Danish str., from Pakhoi.  
 7, Benmohr, British str., from Amoy.  
 7, Cassius, German str., from Java.  
 7, Kwanglee, Chinese str., from Shanghai.  
 7, Taiwan, British str., from Swatow.  
 7, Verona, British str., from Yokohama.  
 7, Menelaus, British str., from Liverpool.  
 7, Energia, British str., from Singapore.  
 7, Kangra, British str., from Calcutta.  
 8, Airlie, British str., from Foochow.  
 8, Rosetta, British str., from Shanghai.  
 8, Haitan, British str., from Foochow.  
 8, Fooksang, British str., from Wuhu.  
 8, Nanchang, British str., from Canton.  
 8, Hydaspes, British str., from Bombay.  
 8, Loongmoon, German str., from Dunkirk.  
 8, Helen Brewer, Amr. ship, from Nagasaki.  
 8, W. H. Conner, Amr. sh., from Shanghai.  
 8, Ingraban, German str., from Singapore.  
 8, Kong Beng, British str., from Bangkok.  
 8, Doris, German str., from Canton.  
 8, Benlarig, British str., from Amoy.  
 8, Cosmopolit, German str., from Iloilo.  
 8, P. C. C. Klao, British str., from Bangkok.  
 9, Taisang, British str., from Shanghai.  
 9, Chingping, Chinese str., from Tientsin.  
 9, Deucalion, British str., from Liverpool.  
 9, Hailoong, British str., from Tamsui.  
 9, Sabine Rickmers, Ger. str., from Amoy.

September—  
 2, Kungping, Chinese str., for Canton.  
 2, Elax, British str., for Singapore.  
 2, Empress of India, Brit. str., for V'couver.  
 2, Yarra, French str., for Europe.  
 2, Sutlej, British ship, for San Francisco.  
 2, Bygdo, Norw. str., for Chefoo.  
 2, Cheang Hock Kian, Brit. str., for Amoy.  
 2, Ellen Rickmers, Ger. str., for Singapore.  
 2, Letimbro, Italian str., for Bombay.  
 2, Thales, British str., for Swatow.  
 3, China, British str., for Nagasaki, &c.  
 3, Yuensang, British str., for Manila.  
 3, Donar, German str., for Singapore.  
 3, Triumph, German str., for Hoihow.  
 3, Progress, German str., for Tournon.  
 3, Choysang, British str., for Canton.  
 3, Mongkut, British str., for Bangkok.  
 3, China, German str., for Saigon.  
 3, Diomed, British str., for London.  
 3, Irene, German str., for Yokohama.  
 3, Kiangtung, Chinese str., for Macao.  
 3, Peiyang, German str., for Shanghai.

3, Wingsang, British str., for Shanghai.  
 4, Independent, German str., for Canton.  
 4, Loyal, German str., for Bangkok.  
 4, Nanshan, British str., for Saigon.  
 4, Whampoa, British str., for Shanghai.  
 4, Chiyuen, Chinese str., for Shanghai.  
 4, Hangchow, British str., for Shanghai.  
 4, Keemun, British str., for Amoy.  
 4, Namoa, British str., for Swatow.  
 4, Phra Nang, British str., for Bangkok.  
 5, Telena, British str., for Nagasaki.  
 5, Nanchang, British str., for Canton.  
 5, Java, British str., for Shanghai.  
 5, Ariake Maru, Japanese str., for Kobe.  
 5, Formosa, British str., for London.  
 5, Fushun, Chinese str., for Canton.  
 5, Medusa, Austrian str., for Trieste.  
 5, Mamnoon, British str., for Kudat.  
 5, Onsang, British str., for Amoy.  
 5, P. C. Klao, British str., for Bangkok.  
 5, Rio, German str., for Amoy.  
 6, Doris, German str., for Canton.  
 6, Frigga, German str., for Hamburg.  
 6, Nanyong, British str., for Amoy.  
 6, Nord, Norw. str., for Swatow.  
 6, Rohilla, British str., for Shanghai.  
 6, Swatow, German str., for Saigon.  
 7, Choysang, British str., for Swatow.  
 7, Glenshiel, British str., for Shanghai.  
 7, Guernsey, Norw. str., for Shanghai.  
 7, Kungping, Chinese str., for Shanghai.  
 7, Mogul, British str., for Shanghai.  
 8, Dorothea Rickmers, German str., for S'hai.  
 8, Independent, German str., for Chefoo.  
 8, Lyeemoon, German str., for Canton.  
 8, Mathilde, German str., for Haiphong.  
 8, Benmohr, British str., for New York.  
 8, Fooksang, British str., for Canton.  
 8, Haimun, British str., for Swatow.  
 8, Menelaus, British str., for Shanghai.  
 8, Taiwan, British str., for Shanghai.  
 9, Ask, Danish str., for Pakhoi.  
 9, Daphne, German str., for Saigon.  
 9, Hanoi, French str., for Hoihow.  
 9, Jacob Christensen, Norw. str., for Saigon.  
 9, Kwanglee, Chinese str., for Shanghai.  
 9, Macduff, British str., for Moji.  
 9, Machew, British str., for Bangkok.  
 9, Taisang, British str., for Canton.  
 9, Tsinan, British str., for Kobe.

## PASSENGER LIST.

## ARRIVED.

Per *Natal*, str., for Hongkong from Marseilles—Mr. Speidel, Revs. Liotard, Demarest, Rey, Barriere, and Mazel. From Colombo—Major Lindley. From Singapore—Dr. J. A. T. Tchudzowski, Mr. Hizunie, and Mrs. Okiku. From Saigon—Mr. Frank Long. For Shanghai from Marseilles—Baron C. de Vinck, Revs. Perreau, Etellin, Bourgain, Lambart, Miallon, Thiniou, and Roulland, Mr. and Mrs. Summariva and daughter. From Singapore—Mrs. Otto. For Kobe from Marseilles—Rev. Trimignac. From Singapore—Mr. and Mrs. Oltoto, Messrs. Yamanako and Maranusch. For Yokohama from Marseilles—Messrs. Oshima, G. Deiffinger, Zeu, Ono, Kamakidjo Oislu, Dr. H. Nagaska, Revs. Ballet, Reynaud, Messrs. Chozo Ouchi, Toyabe, and Prigent. From Port Said—Mr. Soloyef. From Singapore—Capt. T. S. Johnson, Col. A. Houlett, Mr. E. S. D. Pereira, and Mrs. Suandh. From Saigon—Messrs. Campagnol, Garonne, and Lamore de Lamirande.

Per *Formosa*, str., from Foochow—Capt. Thos. Airth, and Messrs. J. Correth, and Chew Leong Hoe.

Per *Java*, str., from London—Messrs. Naraway and Schitaro.

Per *Glenshiel*, str., from Singapore—Capt. Purkiss, and 119 Chinese.

Per *Mount Lebanon*, str., from Portland, &c.—Dr. H. Johnson.

Per *Formosa*, str., from Tamsui—Mr. Manich, Rev. Birdie, Dr. Anger, Mr. and Mrs. Brown.

Per *Belgie*, str., from San Francisco—Major and Mrs. H. A. Bartlett, Mrs. A. Conner and children, Dr. and Mrs. W. R. Scroggs, Rev. and Mrs. C. R. Callender, Mrs. Clark, Messrs. Ho and Chung. From Yokohama—Mr. and Mrs. B. Wright, Capt. and Mrs. B. Piggott, Messrs. C. B. Dopp and J. W. Coppman, and Miss Craig. From Nagasaki—Mr. John Blake.

Per *Haimun*, str., from Haiphong, &c.—Mr. R. Fluctgray.

Per *Rohilla*, str., for Hongkong from Gibraltar—Mr. de Malhaes de Menezes and Lieut. D. M. J. Menses. From Bombay—Messrs. Ebrahim Coorjee and Joosub Peer Mohd. From Colombo—Miss Finney. From Singapore—Mr. Childender. For Shanghai from London—Mr. Giertsen. From Port Said—Miss Mitchell. From Bombay—Mr. A. B. Arasia. For Nagasaki from Port Said—Mr. W. Bugg. For Yokohama from Brindisi—Mr. and Mrs. Menzell, and Mr. G. Valerie. From Port Said—Messrs. W. Giles and K. Mochizaki. From Penang—Capt. Pritchard. From Singapore—Miss G. A. Diss.

Per *Verona*, str., for Hongkong from Yokohama—Messrs. Hoschafpel and Van de Stadt. From Kobe—Mr. Greig. From Nagasaki—Messrs. H. Hawks, Obremboky, and Stephens. For London from Yokohama—Mr. H. M. Arnould. From Nagasaki—Mr. A. Forbes.

Per *Haitan*, str., from East Coast—Mrs. L. J. Tipp and 2 children, and Master Begley.

Per *Rosetta*, str., from Yokohama for Hongkong—Mr. G. C. Turner. From Shanghai—Mr. and Mrs. O'Brian Butler, and Messrs. J. C. Melrose, J. L. Duncan, Chee Chung Jo, Wong Sin Hing, and Mrs. W. G. Jerroll and child.

Per *Fooksang*, str., from Wuhu, &c.—Miss Palmer.

## DEPARTED.

Per *Taiyuan*, str., for Sydney—Mr. Spence Black. For Melbourne—Miss Pash, and Miss Perry.

Per *Empress of India*, str., for Shanghai—Mrs. J. B. Jackson, Miss Richards, Mr. A. C. S. Manners. For Kobe—Mr. E. Huskell. For Yokohama—Mr. S. Dean, Mr. and Mrs. K. M. Tai. For Vancouver—Messrs. H. B. Hitchings and F. F. Jacques. For Victoria—Mrs. Wong Sin Ngan, Miss Chui Ying, Miss Chin Ching Choy. For Portland—Miss J. A. Skinner. From Kobe for New York—Mrs. Leong Gok. For Washington—H. E. Yen Mien (Chinese Minister) and suite. For London—Miss MacIntosh, Capt. L. Rowlett, Lieut. Barnardiston, Rev. St. A. Baylee, Messrs. J. A. Watson and L. M. King. From Shanghai for London—Mr. F. A. East. For Antwerp—Mr. and Mrs. A. Vidal, Miss Vidal.

Per *Natal*, str., from Hongkong for Shanghai—Mr. O. E. Kellagg Cravens, Mrs. de Souza, Mrs. de Souza Barretto, Mr. J. Marques and daughter, Mr. and Mrs. J. H. Donnenberg, Miss Donnenberg, Messrs. Ohly, H. W. Kenneth, D. C. Macdonald, and M. Ferreira. For Kobe—Mr. and Mrs. Carroll and 4 children, Messrs. J. O'Connor and J. H. Pidgeon. For Yokohama—Messrs. J. Cuers de Cogolin, Brien, and Gatillon. For Shanghai from Marseilles—Baron C. de Vinck, Revs. Perreau, Etellin, Bourgain, Lambart, Miallon, Thiniou, and Roulland, Mr. and Mrs. Summariva and daughter. From Singapore—Mrs. Otto. For Kobe from Marseilles—Rev. Trimignac. From Singapore—Mr. Yamanako Maranusch, Mr. and Mrs. Oltoto. For Yokohama from Marseilles—Messrs. Oshima, G. Deiffinger, Zeu, Ono, Kamakidjo Oislu, Dr. H. Nagaska, Revs. Ballet and Reynaud, Messrs. Chozo Ouchi, Toyabe, and Prigent. From Port Said—Mr. Soloyef. From Singapore—Capt. T. S. Johnson, Col. A. Houlett, Mr. E. S. D. Pereira, and Mrs. Suandh. From Saigon—Mr. Campagnol, Messrs. Garonne and Lamore de Lamirande.

Per *Yarra*, str., from Hongkong for Saigon—Messrs. A. Bianchi and J. Boisadan. For Singapore—Lieut. Langford, Mr. and Mrs. Wong, Messrs. Stephen Bonsal, Ip Yoi Shan, Ko Shun Kum, and Kao Lung. For Batavia—Messrs. Henri and Leon Horwitz. For Marseilles—Rev. Chatel, and Mrs. R. Silbermann.

Per *Thales*, str., for Amoy—Mr. Wilson.

Per *China*, str., for Kobe—Messrs. S. D. Moonhee and H. M. Nimaze. For Yokohama—Mrs. MacHaffie and daughter, Mr. and Mrs. Meier, Capt. Clarke, Mrs. Chas. Seymour, Mr. and Mrs. Sachse and family, and Dr. E. Bailey. For San Francisco—Mr. Wm. Hunter.

Per *Rohilla*, str., for Shanghai from Hongkong—Messrs. Woo Yin Nam, Chang Chin Hsun, J. Horne, D. Fallon, F. G. Greig, Mr. and Mrs. Moller and 4 children, Messrs. G. Johnson, Harling, Mr. and Mrs. Levey and 2 children. From Bombay—Mr. A. B. Avasia. From London—Mr. G. T. N. Giertsen. From Port Said—Miss Mitchell, and Mr. Machizaki. From Singapore—Mr. G. A. Diss.